

The Hongkong Telegraph

WEATHER FORECAST

FAIR

Barometer 29.84

(ESTABLISHED 1881.)

Copyright, 1914 by the Proprietor.

March 12, 1914, Temperature 6 a.m. 65, 2 p.m. 75
Humidity 97, 89March 9, 1913, Temperature 6 a.m. 62, 2 p.m. 66,
Humidity 71, 78.

2740 歲六十月二年寅甲

THURSDAY, MARCH 12, 1914.

四拜禮 號二十月叁英曆

\$36 PER ANNUM
SINGLE COPY, 10 CENTS

TELEGRAMS.

FOREIGN AFFAIRS.

THE POLICY OF FRANCE.

(Reuter's Service To The "Telegraph.")

London, Received March 11.
Reuter's correspondent at Paris says in the Chamber of Deputies, M. Doumergue made a statement on the Government's foreign policy. France's alliance with Russia and friendship with Great Britain, he said, had been strengthened by the recent events in the Balkans. He dwelt on the constant efforts which were being made by France for the maintenance of peace. In this connection he said that Turkey could not count upon the financial support of France for the disturbance of peace. The Triple Entente, which secured the restoration of order in Armenia, would continue to work for the consolidation of the Ottoman Empire. France had also co-operated with the European Powers, the United States and Japan, with a view to averting the dismemberment of China and to secure the re-establishment of a normal situation there. He emphasised the confidential relationship of France with Japan and the United States, and added that France had refrained from intervention in Mexico, and was relying upon the United States. However, when the time came, France would demand satisfaction for injured French interests.

TOLL OF THE AIR.

TWO MORE OFFICERS KILLED

London, Received March 12.
The aviators Captain Allen and Lieutenant Burroughs were killed while flying over Salisbury Plain.

SPORT.

THE ENGLISH POLO TEAM.

The English polo players are gradually assembling at Madrid and Lord Ashby St. Ledgers may be said to be entering upon the first phase of his advance on Meadowbrook. Last month some 60 ponies left their English stables for Madrid, and Lord Ashby St. Ledgers and Captain Birrell have been busily engaged in looking after their condition and education.

The King of Spain—who is himself a very keen player—is taking the greatest interest in the enterprise. He has extended Royal hospitality to the ponies, for nearly all of which accommodation has been found in the Royal stables, to which the King had considerable additions made in order to provide sufficient loose boxes for the ponies. He has also placed his two private polo grounds at the disposal of the English players and he will take part himself in the practice games. The English players have been given the use of the Hippodrome ground so that, given reasonable weather, they should enjoy plenty of galloping on a fast, true surface. The grounds are of a sandy nature and the rain causes little or no inconvenience except while it is actually falling.

Plenty of Practice.

Lord Ashby St. Ledgers hopes to secure four days a week practice for the next two months or so, during which the strongest combination of men and ponies should be ascertained beyond doubt. Mr. Bookmaster has promised to organize the strongest team available in order to test the challenging team on its return to England early in May, and the matches which will be played during this process should prove extremely interesting.

TELEGRAMS.

INDIAN MURDER.

JURY FAIL TO AGREE.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
Reuter's correspondent at Calcutta states that the High Court jury composed of six Indians and three Europeans have acquitted the student Roy for the murder of Police Inspector Ghose by 8 to 3, and of the murder of a spectator by 5 to 4. They were unable to agree on the question of culpable homicide in the case of the spectator.
A new trial has been ordered.

SUFFRAGIST OUTRAGES.

DEPORTATION SUGGESTED.

London, Received March 12.
Windsor Castle, Hampton Court and other "show places" have been closed to the public.
The matter of damage to Velasquez's famous picture of Venus was discussed at question time in the House of Commons.
Mr. Mo. Kenna invited suggestions as to how to deal with the suffragists, and in response there were shouts of "Deport them to South Africa."

MR. LLOYD GEORGE.

CENSURE MOTION REJECTED

London, Received March 11.
The House of Commons rejected by 304 votes to 240 a motion by Sir John Randles, Unionist M.P. for N.W. Manchester, regretting "the repeated inaccuracies of Mr. Lloyd George and his gross and unfounded personal attacks upon individuals."

The English ponies, which are finally selected to do battle at Meadowbrook are to sail on May 10, and the first International Match is to be played at Meadowbrook on June 9. It will be seen that Lord Ashby St. Ledgers is allowing a very small margin for practice on the other side of the Atlantic, and it may be assumed that he considers it preferable to train his team of men and ponies up to the highest possible point of efficiency on this side of the Atlantic, and to rely upon this training to carry them successfully through the ordeals at Meadowbrook. It cannot be said that the Englishmen were fortunate in their preliminary practice in America either in 1911 or in 1913. In 1911 owing to a lack of ponies they were unable to enjoy a really galloping game before the International Matches, and last year, it will be remembered, owing to the domestic difficulties of America in selecting their team, the Englishmen were again equally unfortunate. If all goes reasonably well with Lord Ashby St. Ledgers's plans and his side can play two really fast galloping games against the strongest possible American combination, short of an International team, on the ground at Meadowbrook before June 9 it may be expected—without undue optimism—that nothing in the way of foresight of pains will have been lacking in the organization of the English team. The English Players for Madrid. The players who have accepted Lord Ashby St. Ledgers's invitation to take part in the practice at Madrid are:—Captain Barrett, Captain Vivian Lockett, Major Mathew, Lannowe, Major O. F. Hunter, Captain Railston, Captain Palmer, and Captain H. Tom-

TELEGRAMS.

HOME RULE.

THE LATEST OPINIONS.

(Reuter's Service To The "Telegraph.")

London, Received March 11.
A white paper is published detailing Mr. Asquith's Home Rule proposals, which are still the topic with the Press.
The opinion is apparently hardening on both sides against further compromise.
Sir Edward Carson, interviewed in the Lobby, said he saw no reason to modify his views expressed in the House of Commons.
The Ulster Unionist organs denounce the proposals as pro-posterous trickery.
Liberals in the Lobby express the opinion that the concessions are too generous.

DESTRUCTION OF BIRDS.

A GERMAN PROHIBITION.

London, Received March 12.
In the Reichstag, Herr Solf, speaking on the petitions against the destruction of birds in German Colonies for the sake of their plumage, sympathized with the petitioners exceedingly, but said there was no need to fear the extinction of birds of paradise, which were swarming in New Guinea. Anyway, he compromised by prohibiting the shooting of these birds for the next eighteen months.

MRS. PANKHURST.

IN HOLLOWAY GAOL.

London, Received March 11.
Mrs. Pankhurst is incarcerated at Holloway gaol, which is picketed by suffragists.

kinson. In addition to these players the Duke of Alba, the Duke of Penderanda, and other well-known Spanish players will take part in the practice games, and Captain Bidger, of the 12th Lancers, will also play at Madrid.

M. C. C. Incident Explained.

In a letter published in the Evening News Hobbs relates the circumstances of the English team's arrival at Bloemfontein. It will be remembered that the Mayor and leading citizens of the town were waiting at the station to receive the M.C.C. players, who left by a side exit. This was regarded as a deliberate insult, and Mr. Douglas, and Mr. Bird, and the team generally were severely criticized.
Hobbs points out that Mr. Douglas was not with the team when they arrived. He had made the journey on the previous day in order to be with his parents, who had just arrived in Bloemfontein from England. The Mayor and others who came to welcome the team were at the other end of the platform. But the players, of course, did not know this when they got out of the train, otherwise the unfortunate misunderstanding would never have occurred.

Johnson and The N.S.C.

Jack Johnson has written to the National Sporting Club refusing the offer of \$3,000 for a match with Langford. Johnson states that, having once defeated Langford, there can be no glory in a second defeat; the only thing he can make out of the offer is money. He declares that his price

TELEGRAMS.

MR. BOWSKILL'S CASE.

COURT MARTIAL POSSIBLE.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
A cable has been received from the Rev. Mr. Bowskill, the Baptist missionary recently arrested in the Portuguese Congo, stating that he has been released but the Governor says he will to court-martialled for supplying ammunition to natives and permitting the natives to fire from the mission station.
The Baptist Missionary Society have made the strongest representations to the Foreign Office concerning the proposed court-martial.

A DUTCH APPOINTMENT.

London, Received March 12.
Reuter's correspondent at Velona states that Prince William has appointed the Dutch Major Thomson as Administrator of the districts of Argirokastro and Korytza. Major Thomson and several other Dutch have gone thither.

MEDICAL GRANT.

SHANGHAI TO BENEFIT.

London, Received March 12.
Reuter's correspondent at Paris states that the Chamber has adopted a grant of 25,000 francs for the Faculty of Medicine at Shanghai.

for a match is \$6,000—win, lose, or draw—and adds:—"I won my title on those conditions, and any time that I shall do battle it will be under those conditions and none other."

It is extremely improbable that such a large amount will be offered to Johnson, and thus the idea of a match at the National Sporting Club with Johnson as one of the principals seems to have been finally disposed of. Very few will be found to regret this. Indeed, it is practically certain that no such match would have been allowed to take place either at the National Sporting Club or anywhere else in this country, says the "Times."

Anglo-French Rugby.
On February 15 at Brest the Midshipmen of the First Cruiser Squadron played a Rugby football match against a team of French Midshipmen. The British team was beaten by 14 points to 5.

Tom Sharkey.
A New York telegram states that Tom Sharkey, the ex-pugilist, was sentenced to 30 days imprisonment and to the payment of \$100 in fines for keeping a disorderly house.

NORTHERN NEWS.

Consul at Swatow.

Mr. Myrl S. Myers, formerly United States Vice-Consul at Mukden and recently appointed Consul at Swatow, who has just returned from furlough, passed through Shanghai a few days ago to take over his new office from Mr. O. L. L. Williams, who has been transferred to Tientsin.

A Fireman's Wedding.

There was a fireman's wedding in the French Concession, Shanghai, the other day. The ceremony took place at St. Joseph's Church, the bridegroom being a well-known member of the French Brigade, M. Henri Bisher, and he

TELEGRAMS.

LONGWOOD.

FRENCH GOVERNMENT CARE.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
The French Chamber has voted a grant for the upkeep of Longwood, St. Helena, a farmhouse near Jameston, occupied by Napoleon Bonaparte during his imprisonment, and near which he was first buried.

ESPIONAGE.

AUSTRIAN OFFICER SENTENCED.

London, Received March 12.
Reuter's correspondent at Vienna states that Ober-Lieutenant Jacob has been sentenced to seven years rigorous imprisonment for espionage during the Balkan crisis.

CHINESE BRIGANDS.

A SERIOUS OUTLOOK.

London, Received March 12.
Reuter's correspondent at Peking states that 500 brigands have sacked Loehokou, in Hupoh, and killed a Norwegian missionary named, Troyland, and seriously wounded another.
They also burned British and American factories, seized rifles and ammunition and impressed a thousand coolies to carry the loot.

was married to Mlle. Berthe Deschamps, who arrived from Paris by the last mail. Following upon the church service a reception was held in M. Richer's house in Rue Scur Allegre.

Coming South.

Mr. Frederick Moore, correspondent of the Associated Press in Peking, will soon leave on an extended tour to the South. He will first go to Hankow and then to Shanghai. Afterwards he may proceed to Canton.

An old President.

Mr. Thos. Weir, who was formerly superintendent in the China Merchants Company, is at present in Shanghai in company with his daughter. Mr. Weir is a very old resident of the settlement, where he resided for many years prior to his retirement about three years ago. Since then he has spent most of his time at his home in Scotland, and is just visiting the East again on a short pleasure trip.

Railway Matters.

On March 1 a meeting of the shareholders in the Chekiang Railway was held at Hangchow to discuss the question of handing over the railway to the Government, as has been done in the case of the Kia-gan portion. Nothing definite was settled at the meeting beyond the appointment of two deputies who are to go to Peking where they will discuss terms and conditions with the Minister of Communications.

Tutuh's Death.

In an editorial article, on March 2, the Peking and Tientsin Times says, "We feel that the weight of evidence is on the side of the presumption that Chao Ping-chun, late Tutuh of Chihli, met his death on Friday last by the hand of the assassin."

TELEGRAMS.

MEXICAN AFFAIRS.

AN ORDER REVOKED.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
Reuter's correspondent at El Paso states that the British Vice Consul at Chihuahua reports that General Villa has revoked his order confiscating General Sayman's ranch.

Distribution of Land.

London, Received March 12.
Reuter's correspondent at Chihuahua states that the rebel Military Government has passed a decree for the distribution of public lands among the troops.

THE IRISH QUESTION.

IMPORTANT CONFERENCE.

London, Received March 12.
Mr. Birrell, Mr. Redmond, Mr. T. P. O'Connor and Mr. Devlin had breakfast together, after which they had a long conference with Mr. Lloyd George. A full meeting of the Cabinet followed.

MR. BALFOUR.

SUCCESS AT TENNIS.

London, Received March 12.
Reuter's correspondent at Nice states that in the International Lawn Tennis competition Mr. A. J. Balfour, the ex-Premier, and Mr. A. F. Wilding have won a match in the Doubles Handicap.

The Peking Gazette states that it is rumoured that a number of the members of a certain secret society in Tientsin are selling fruits and confectioneries, into which they have injected a certain kind of poison, which when the victim takes into his stomach will kill him within twenty-four hours. This has been reported to be the cause of the sudden death of the Chihli Tutuh.

Pay of British Officers in India.
The Times Delhi correspondent learns that the Government of India will shortly address a dispatch to the Secretary of state submitting proposals for raising the pay of officers in the British service in India.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Mrs. Pankhurst is in Holloway Gaol.

Another full meeting of the Cabinet has been held.

Germany is taking steps for the protection of rare birds in the Colonies.

There is a possibility that the Rev. Mr. Bowskill will be court-martialled.

Loss of life and damage to foreign property has been done by 600 brigands in Hupoh. Captain Allen and Lieutenant Burroughs have been killed while flying over Salisbury Plain.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

A Calcutta jury has disagreed on the trial of a student for the murder of Inspector Ghose.

Because of suffragist outrages Windsor Castle, Hampton Court and other places have been closed.

An Austrian Ober-Lieutenant has been sentenced to 17 years rigorous imprisonment for espionage.

Mr. A. J. Balfour and Mr. Wilding have won a match in the International Lawn Tennis tournament at Nice.

The French Chamber has adopted a grant of 25,000 francs for the Faculty of Medicine at Shanghai.

In the French Chamber, M. Doumergue made an important statement of French foreign policy.

The House of Commons has rejected a motion regretting Mr. Lloyd George's personal attacks on individuals.

NEWS.

Latest results in the Hongkong O.C. Tennis tournaments are given elsewhere.

The annual meeting of the Eyre Diocesan Refuge was held this afternoon.

An interesting Money Loan Association case was before Mr. Justice Gompertz this morning.

General News and an interesting article on the China Coast appear on Page 3, and Log Book on Page 6.

Yesterday the Hongkong F.O. and H.M.S. Hampshire played a drawn game in the Football Shield Competition.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.

Saturday March 14.

Devonian Society Annual Dinner at the Hongkong Hotel.
Royal Hongkong Yacht Club Annual Regatta.
Boxing—Theatre Royal 9.15 p.m.

Thursday March 19.
The China Fire Insurance Co. Ltd., Meeting of Shareholders.—Noon.

Hongkong Fire Insurance Co. Ltd., ordinary meeting of shareholders—12.30 p.m.

Saturday March 21.

Y.M.C.A. Annual Concert.

Monday March 23.

Meeting of Shareholders and Subscribers of St. John's Cathedral City Hall 5.30.

Monday March 30.

Ordinary Annual Meeting of shareholders—China Sugar Refining Co. Ltd.—11 a.m.

Ordinary Annual Meeting of shareholders—Luzon Sugar Refining Co. Ltd.—11.15 a.m.

Notices

UNDERWOOD TYPEWRITERS.

THE BEST AND MOST DURABLE IN THE MARKET.



THE CHEAPEST BECAUSE IT LASTS THE LONGEST.

INSPECTION INVITED.

DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

OREGON PINE LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LTD.
CONTRACTORS TO HIS MAJESTY'S NAVY.DODWELL & CO., LTD.
General Manager.

Telephone No. 41.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825)

This old-established, and renowned Company issues policies under all the best and modern methods of Life Assurance to meet varying circumstances.

For prospectus and full particulars apply to:

DODWELL & CO., LTD., Agents.

ROOM TO LET,

SUITABLE FOR OFFICE AND SHOP.

Apply to—

NIKKO & CO.,

Queen's Road, Central.

SINCON & CO.

Established A.D. 1880.
IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers, Nos. 35 and 37, Hing Loong Street, (End Street, west of Central Market) Telephone No. 515.

"ERICSSON" TELEPHONES.

Every Description of Wall-, Table- & Field Telephone Instruments, Switches, Protectors, Hand Micros, Fuses, Dry Cells, also Portable Telegraph Instruments and Fire Alarms of Latest Patterns are now to be had.

From STOCK.

Through our Agents for Hongkong & South China

ARTHUR NILSSON & CO.

ASTHMA
CAN Be Cured.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS, a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & Co., Ltd. and all Chemists and Patent Medicine vendors.

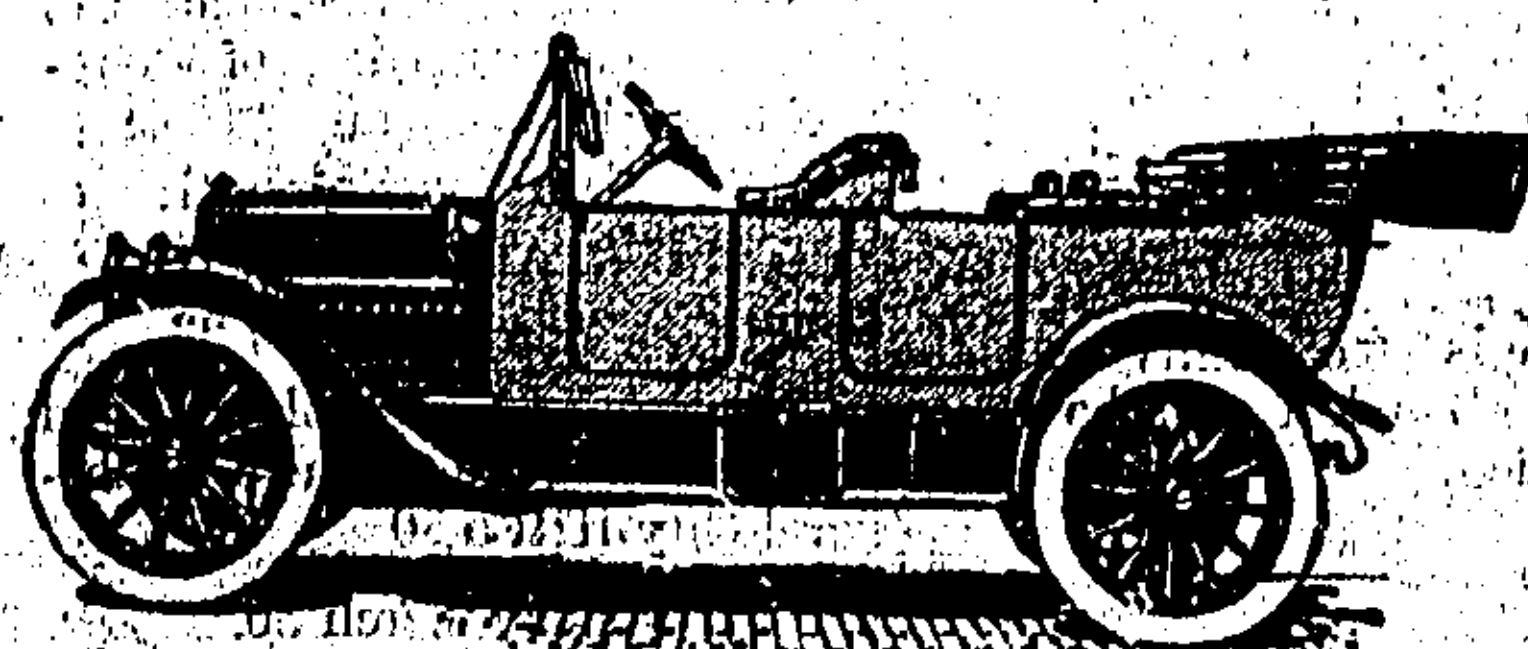
Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net. 24
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

Hongkong, 16th August, 1901



LAW & Sons
Sole Agents.

Notices

LIPTON'S CELEBRATED PROVISIONS!

Jams, Jellies, Marmalades.
Pickles, Sauces, Potted Meats, Fluid Beef.
English Hams, Bacons, Preserved Sausages,
High-Class Cocoa, Chocolates & Confectionery.
Etc., Etc., Etc., Etc.

MASON'S CELEBRATED TABLE
CONDIMENTS.

"O.K." Sauce, "Gold Seal" Worcester Sauce, Mustard Sauce,
"O.K." Pickles, Tomato Catsup, Etc., Etc., Etc.,
Sole Agents for Hongkong & South China,

ALDERTON & CO.,
ALEXANDRA BUILDINGS,
HONGKONG.

MR. LEUNG JAU PING.



DENTAL Surgeon
No. 20, Queen's Road
Central, near the
Central Market
of Hongkong.

MAN LOONG.

FIRST-CLASS PRESERVES, CANNERS
AND SOY MANUFACTURERS.

Factory at Yau Ma Tei.

OFFICE: No. 33, Des Voeux Road, W.

Telephone No. 177 & K. 12.

WE are the leading Manufacturers in
this class of Goods. Our Fruit &
Ginger are all fresh and of the first pick.
Our Syrup is prepared from the best
quality of Sugar. We give our special
attention to our business and sanitary
arrangements.

Hotels.

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

J. H. TAGGART,
Manager

August 10, 20th April, 1911.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;
Electric Light and Fans Throughout; Large Comfortable Lounge; Private and
Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly
Rates for Time and Dinner. SPECIAL DINNERS AT SHORT NOTICE. CUISINE
ENTIRELY UNDER EUROPEAN SUPERVISION. Special Rates for Married
Families on Application.

"The Grand Hotel orchestra will play selections during time and dinner
and at intervals during the day."
Tel. No. 197.

F. REICHMANN,
PROPRIETOR.

KING EDWARD HOTEL.

CENTRAL LOCATION.

A1, Electric Trams, Pass Entrance,
One Minute's Walk from Ferry, Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water; System Throughout.
Best of Food and Service.
Hotel Launch meets All Steamers.
R. E. NORTH, Manager.

Telegraphic Address: "VICTORIA"
Tel. 373.

THE CARLTON HOTEL.

PERFECT SANITATION.

High Class Accommodation for Families at Moderate Prices;
Those desiring Economy combined with Comfort, Quiet and a Most
Refined Home, Free from Household Annoyances, should inspect
these Residential Quarters.

Luxuriously furnished Lounge, Drawing, Reading & Writing
Rooms.

Under Personal Management of
O. E. OWEN, Proprietor.

BUTTER

Arrived, fresh Shipment, Guaranteed 1st Grade by the Australian
Government. Packed Expressly for the

ALEXANDRA CAFE.

PRICE 70 CTS. PER LB.

Grand Hotel de l'Europe, Singapore.

BEST SITUATED HOTEL IN TOWN.

EVERY ROOM HAS A BATH-ROOM; DRESSING ROOM
ATTACHED.

MOST UP TO DATE SANITARY ARRANGEMENTS.

Under the New Management of

F. P. BAUR, late SAVOY HOTEL,
LONDON.

THE TOR HOTEL

Cable Address "TOR KOBÉ" Phone No. 1067, Sannomiya.

KOBÉ, JAPAN.

Under Swiss Management.

The finest Hotel in Japan, situated on the Hills, amongst the pine
trees. Has a panoramic view, from the Verandah, of the
Inland Sea and Kobe Harbour.

All the Rooms with Baths attached.
Hotel's own Steam Launch & Motor Cars meet all Steamers & Trains.
French Chef.

HENRY LUTZ, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak,

near the Tram Terminus.

Tel. 56.

For Terms apply to the

MANAGER.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.]

Notices

LIVER AIDS.
PODOPHYLLIN & TARAXACUM PILLSKEEP THE LIVER ACTIVE & THE
SYSTEM FREE FROM WASTE MATTER.

THE VICTORIA DISPENSARY.

32, QUEEN'S ROAD CENTRAL.

WE HAVE RECEIVED INSTRUCTIONS TO SELL IMMEDIATELY AT

PRICES BELOW FACTORY COST

200 GENTLEMEN READY TO WEAR
TWEED SUITSSEASONABLE WEIGHTS, ENGLISH GOODS.
FIRST CLASS CUT AND FINISH.

PRICE FROM \$9.50 TO \$18.00

CALL AND INSPECT THEM.

H. STEPHENS & CO.

16-22, QUEEN'S ROAD CENTRAL.

WE "EXPRESS" TO ANY ADDRESS.

WE.

CLEAR.

SHIP.

POST.

We Forward to All Parts of the World
Telephone 1208HONGKONG
PARCEL
EXPRESS
& STORAGE CO.

CARRY.

TRANSPORT.

STORE.

INSURE.

3, Duddell Street.

OUR
CONTEMPORARIES.

South China Morning Post.

Price of Peace.

It now remains to be seen what the radical Unionists and Nationalists will do. Mr. Tim Healy, a leading Nationalist, expressed himself as against the modifications, saying he would rather have no Bill than the one proposed, while Sir Edward Carson has repeatedly said that he would under no circumstances accept a Dublin Parliament, but the comment of the latter that an advance has been made is assuring to some extent, although the demand that the six years' limit be removed before he will submit the proposals to the Ulster Convention, if insisted upon, will be the death of any compromise along the lines suggested by the Prime Minister. The exclusion of certain areas would be difficult to maintain unless it were extended to the whole of Ireland, and the proposals are, as Mr. Asquith remarked, put forward merely as a temporary measure and not a permanent one. On the one hand, Home Rulers have reason for hoping for an eventual United Ireland, and, on the other, Ulster Unionists may for six years scrutinize the working of the Irish Parliament and with experience thus gained there may be a prospect of such a settlement of details as will be acceptable to all parties.

Daily Press.

Justice in Japan.

There is certainly no special desire shown to detain foreigners in Japanese prisons once the lengthy period of preliminary examination is over, and although the stories that foreigners released on bail have been privately and officially advised to leave the country are hardly credible, still it must be admitted that no special precautions are taken to prevent their doing so. There are two directions in which this is beneficial to Japan. In the first place, it saves the Government from the expense and trouble involved in imprisoning a foreigner, who naturally has to receive special treatment, if only in the way of food. Secondly it effectually prevents any foreign protest as to the judicial procedure. Flight is taken as a confession of guilt and no foreign Government is likely to take up a case where the principal party has so little faith in the justice of his sentence as to fail to fight it to the bitter end. Until foreigners unjustly accused and sentenced under the present criminal procedure are prepared to continue their fight past the highest Court of Appeal to the prison cell, there appears small chance of foreign interference. And yet it is from the side of foreign interference that there lies the best hope of removing a growing blot on Japan's fair fame.

China Mail.

The Stability of Aeroplanes. In these days of serial gymnastics the question of the righting possibilities of an aeroplane has additional interest over that which it possessed when pilots were less venturesome. In the early days of modern aeronautics the idea that many of the simpler phenomena were capable of logical explanation was laughed to scorn. The new development, with a few exceptions, had got into the wrong hands. At that time Professor Bryan was working these matters out mathematically. He was severely criticised by men who represented the actual aviators, and who refused to believe that the complications met with in practice were capable of rational analysis. Professor Bryan started with the simpler problems, but subsequent work has carried the matter much further, and Mr. T. B. Baird, in a paper read recently before the Aeronautical Society of Great Britain, gave a demonstration of the value of this kind of work in practical aeronautics.

For a good solid meal, a la Carte or Table, D'Hotel, with Wines & Liquors of the Best, ALEXANDRA CAFE.

CALDBECK, MACGREGOR & Co.

ESTAB.

1864.

STARBOARD
LIGHT

IS THE MOST FAMOUS
CREME DE MENTHE
THE CHEAPEST
AND BEST.

THE BEER THAT IS TAKING
HONGKONG BY STORM.SAN MIGUEL DRAUGHT
& BOTTLED BEER.

Our Bottled Beer is acknowledged
to be Par Excellence,
ONCE DRUNK ALWAYS DRUNK

WHOLESALE & RETAIL

MICHAEL & Co., Agents.

Old Post Office Building, Pedder St. Telephone No.

PETROLE HAHN.

BEAUTIFIES, STRENGTHENS,

AND
INCREASES THE HAIR.

Obtainable: All Dispensaries, Respectable Stores

Wholesale.

MELCHERS & Co.



GENERAL NEWS.

Gone Home.

M. W. R. Peck, Chinese Secretary of the American Legation, is at present in Shanghai. He came from Peking with Mrs. Peck who has since gone home by the P. M. S. Korea.

Halibut for Paupers.

At a meeting of Marylebone Board of Guardians the Workhouse Committee reported that they had decided to substitute halibut in place of turbot for inmates of the Marylebone Workhouse.

Hats off in Court.

During the hearing of a case in the King's Bench Division a man entered the court and remained standing with his hat on. Mr. Justice Bailhache at once observed him and dryly inquired, "Won't your hat come off, Sir?" With lightning rapidity the offender took the Judge's hint.

Sporting Bohemians.

Chelsea artists are starting a small subscription pack of dog-hounds to be known as the "Black Hat Hunt." Sound hounds have already been secured from one of the provincial packs, and meetings will take place twice a week within easy reach of London.

Cafe Anglais.

The Paris of an earlier generation is recalled by the death of M. Bardel, the proprietor of the famous Cafe Anglais, which was only recently demolished. M. Bardel began as the cook, and finally rose to be sole proprietor of the famous restaurant, which at one time was among the two or three most celebrated in Paris, and was the scene of many historic dinners. The Cafe Anglais, which was frequented by King Edward and by practically every Royal and distinguished visitor to Paris during the Second Empire, was especially renowned for its cellar, which at the height of its reputation was perhaps even more famous than the cuisine.

Women's Dress and Trade.

Mr. Walter E. Lamedell, presiding at the meeting of Crocker, Sons and Co. (Ltd.), wholesale warehousemen, at the Cannon-street Hotel said the directors regretted the poor result of the year's working. He pointed out that a good deal of their trade depended on the fashions of the moment, and said that their greatest difficulty was the paucity of clothing worn by the women of to-day. The indications in the coming fashions, he added, were that more material would be put into dresses in the near future, and he believed that the present year would be more satisfactory.

Moneyless Passengers.

An interesting suggestion has been made by Mr. Thomas Gardner, who is retiring from the head of the Brighton Railway's passenger department at Victoria, after 40 years' service, more than 30 of which he has spent in his present position. It has often fallen to his lot to advance money to passengers who, for some reason or other, are temporarily short of cash, and he suggests that a fund for the purpose of giving such assistance should be officially established, and placed under the control of the station officials.

Abdication of a King.

Special telegrams from Stockholm say that according to the Stockholm "Eight O'Clock Gazette" the abdication of the King of Sweden in favour of his son is imminent. Several Swedish newspapers declare that the recent contretemps between the King and the Prime Minister was brought about intentionally by the King, in order to effect a complete rupture with the Liberal Cabinet. The Crown Prince of Sweden is 32 years of age. He married in 1905 Princess Margaret, the eldest daughter of the Duke of Connaught. There are four children of the marriage, three boys and a girl. The eldest, Gustavus Adolphus, Duke of Westerbotten, is just eight years of age.

THE CHINA COAST.

Interesting article in "Chambers's" Journal.

In the course of an article in *Chambers's Journal* on "The China Coast," Mr. J. G. Smith writes:—

Unlike the navy, where the personnel is changed every three years, the China coast means home to the officers working out there; and as Shanghai and Hongkong are the "home ports," there they live and have their being, varied in the course of a lifetime by three or four trips to the Old Country. The two principal British shipping companies on the coast are Messrs. Butterfield and Swire (China Navigation Company) and Messrs. Jardine, Matheson and Company (Indo-China S.N. Company). Every British ship on the coast has at least six Europeans on board—a captain, two officers, and three engineers. The deckmen are a cosmopolitan lot from all over the British possessions; but the engineers are Scots almost to a man, Greenock and Dumbarton claiming most. In the old days, on the coast, the Europeans employed were, according to the many stories still current, a "hard case" lot, dervishes from the Royal Navy and the great companies, and any Vanderdecken individual in search of pastures new or the spice of adventure supplied by the continuous troubles of China. Now all is changed, or changing very rapidly. Conditions of life on the coast have improved so much that the China "coaster" has evolved into quite a respectable citizen. He looks for advancement in his company, not for an opportunity to get out and become a general in the Chinese army, or political adviser to some viceroy, as in the cases of Generals Ward and Mearns. The only other British shipping firm of any consequence is the Douglas Steamship Company, who own three or four fine ships running between Hongkong, Amoy, Swatow, and Foochow. There are also a few Chinese-owned ships flying the red ensign; but the Norwegians alone seem to compete successfully against the British firms, and even these often disappear during spells of slack trade. Numerous Macao and Canton river steamers also fly the British flag, although most of them are owned by Hongkong Chinese. The only serious rival to British shipping on the coast is the China Merchants S. N. Company. This concern is purely Chinese, and has always had the support of the Government; but, notwithstanding this, its trade has not expanded much, for its operations are still principally confined to the run between Tientsin and Shanghai. Its ships are officered by Europeans, mostly Scotsmen; and until very recently two well-known Scots, Mr. Weir and Mr. Clements, held almost undisputed sway in its Shanghai office. Certificates are not required under the Chinese flag, but the "ticket" has generally been insisted on for those seeking employment under it. Several more or less abortive attempts have been made by the Shanghai Chinese to get into the coast trade, but they have either failed or are hanging on in a very shaky condition. The Germans do not appear to be able to make much headway on the coast; and, outside of the Norddeutscher Lloyd and the Hamburg-America Lines, German officers are very scarce. The Norddeutscher Lloyd operates a line of steamers running between Swatow and Bangkok; but, strange to say, an English shipping firm are their agents. The Japanese, too, despite all their talk of "brotherhood" and "kindred race" are looked at askance by the Chinese shipowner. They have one small regular line of steamers running in opposition to the Douglas Company. Whether it pays or not is a very open question. The coal-carrying trade, however, is practically in their hands. Writing of the Japanese recalls the fact that the British officer has almost vanished from their merchant services. Apropos of the spy scare, rather an amusing contrast between our methods and the Japanese methods of dealing with "spies" occurs to me. Recently a party of Japs, under a leader who was

afterwards found to be a major in the Japanese Army, were caught in the act of looking for a back-door into Sydney, New South Wales. Despite the fact that they were qualified surveyors, and in possession of every modern surveying instrument, they were simply warned off, and allowed to depart in peace. "Nuff said."

Two harmless Scots engineers went for a stroll at Hakodate, in the north of Japan, and in the course of rambles wandered aimlessly into a prohibited zone, where they were promptly arrested and touched up with bayonets to make them hurry to a guard-room. Here their names, occupations, places of residence, and date and hour of birth were taken; but as one said that he came from "Ruglen" and the other that he came from "Malguy," and as the Japanese could not find either of these places in their geographical index, this was held to be highly suspicious, and accordingly our compatriots were blindfolded and marched up and down military roads for a matter of 12 hours. Meanwhile every telegraph line in Japan was red-hot with "Ruglen" and "Malguy." At last the British Consul was appealed to. He interpreted, and explained to the satisfaction of everybody, especially our friends from Rutherglen and Milngavie.

What changes the Revolution will bring about in China remains to be seen. Meanwhile things are very much as they were during the old regime. The country is in much the same position as Great Britain would be if the Boy Scouts or Suffragettes were holding the reins at Westminster. Young China is full of crude altruistic ideas of government, and with the blindness of extreme youth, sees no obstacle in the way of a glorious Arcadian republic where the wicked cease from squeezing and the destitute European is not. However crude young China's ideas may be, in one thing at least he shows infinite wisdom: he steadfastly refuses to go to sea in the merchant service. At Wusung a mercantile marine training college has been established for some years; but as soon as the pupils graduate they either join the navy or stay ashore. Young Chinese officers have been tried in the China Merchants Company, but they would not stay. The European suits the wily Chinese much better than one of his own countrymen, so the European's services on the China coast will be required for many years to come.

ROYAL REMEDIES.

H.M. the King of Spain has just conferred his Royal Warrant on Messrs. A. Wulff & Co. for Sanatogen, Albulactin and their other preparations, which include the ideal, popular sore throat remedy and preventive of infectious diseases—Formosmin. A fact which adds a note of additional interest to the appointment is that the preparations are used in the Royal Household. It is a matter of common knowledge, for instance, that the Royal infants are now brought up on Albulactin because it makes cow's milk to

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.



Toothache!

To those who have experienced it, the mere thought of the word brings fear and anxiety. The tormenting, lightning-like pains following the slightest touch of the decayed tooth, and the dull, agonizing pain which robs one of sleep and leaves the capacity for mental and physical exertion are sufficient to drive one to despair. The best remedy for the relief of toothache is of all other pains due to the decayed tooth.

Bayer's Tablets of Aspirin (original packing)

PRICE 50.50

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

ROGATE, Austin Road, Kowloon; unfurnished. No. 68 Peak, Mount Kellott, Church Mission Society, Bungalow partly furnished. Cheap rent. No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

Kellott, Crest. No. 66 The Peak, from 1st March, 1914, partly furnished. No. 19, Shelley Street, 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET.—No. 5, Mountain View from 1st April 1914. No. 24, Bellios Terrace, from 1st April 1914. No. 55 Elgin Terrace, 6 rooms. No. 12 Beaconfield Arcade, Shop.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Island Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET.—No. 2 Park Road, "Breezy Villa." Airy and Comfortable. Garden and Tennis Court.—Apply to No. 4, Ripon Terrace, Hongkong, 13th Jan., 1914. [1139]

TO LET.—Furnished, "MODREENAGH," No. 21 East, The Peak, from 1st April. Apply to—GILMAN & Co., 8a, Des Vœux Road.

TO LET.—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

all intents and purposes identical with human milk. Indeed most of the Royal and aristocratic mothers now use Albulactin, the price of which, happily, brings it within the means even of the poor whose babies have to be bottle-fed.

Vessel sold.

The steamer Oschar, belonging to the Messageries Maritimes, Marseilles, has been sold to foreign buyers. She is of 3,344 tons gross and 2,137 tons net register, and was built at La Sayne in 1884, with dimensions 34'5 ft. by 41 ft. by 29'1 ft. New boilers were fitted in 1899.

For the Far East.

Messrs. Archibald McMillan and Son, Limited, Dumbarton, have launched the steel screw-shelter-deck steamer Riow for the Steamvaart Maatschappij Nederland, of Amsterdam. Her length over all is 470 ft.; breadth, 58 ft.; depth moulded to shelter deck, 38 ft. 3 in. She will trade in the Far East, and is specially arranged for the transport of pilgrims. The exposed decks, including the shelter deck, are sheathed with teak. Twenty steam winches and 27 steel tubular derricks, one of these being suitable for loads up to 30 tons.

TO LET.

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals. SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Windsor Lodge, Kimberley Road, Kowloon, 6 rooms and Tennis Court. No. 3, Minden Villas, from 1st April next.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

TO LET.—From April 1st. The First Floor of No. 25, Des Vœux Road, Central. Suitable for Offices. Rooms can be let Separately. Apply—DKAGON CYCLE Co.

TO LET for six months from April 15th next, furnished four roomed house in Wanchai Road. Electric light and fans throughout. Nominal rental.—"B" c/o "Hongkong Telegraph."

TO LET.—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

WANTED.

WANTED.—House or flat, unfurnished—Three bedrooms: 1st March—"K" c/o "Hongkong Telegraph."

WANTED.—A partner for a good business, with small or large capital; can act as Secretary, if suitable, to a company being formed.—Address, making appointment, "ALPHA" c/o "Hongkong Telegraph."

TO LET.—"LA HACIENDA," No. 74, Mount Kellott Road, from 1st April. Apply CHATER & MODY, No. 9, Queen's Road Central.

are provided. Accommodation with human milk. Indeed most of the Royal and aristocratic mothers now use Albulactin, the price of which, happily, brings it within the means even of the poor whose babies have to be bottle-fed.

Notice.



Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight-testing.

N. LAZARUS, OPHTHALMIC OPTICIAN. Tel. 1292. 1A D'Aguilar St.

31, Queen's Road Central. **QUEEN'S DISPENSARY** IS THE DISPENSARY THAT IS ALWAYS AT YOUR SERVICE. Telephone Number 492.

CORNS! CORNS!! CORNS!!!
CALLIGURA.

THE NEW AND CERTAIN CURE FOR CORNS.

This preparation differs from, and entirely supersedes, all the advertised plasters and solvents. It gives immediate relief and effects a speedy cure. It is not a caustic, but a solvent of the decayed outcrop; and will effect a cure where all other applications have failed.

PRICE 60 CENTS PER BOTTLE.

Notices

LANE, CRAWFORD & CO.

CABIN TRUNKS

FROM \$20.00 TO \$55.00

KIT BAGS

FROM \$8.50 TO \$50.00

SUIT CASES

FROM \$10.00 TO \$65.00

RUGS, HOLDALLS, STRAPS, etc.

THE MEDICAL HALL.

Deutsche Apotheke, Pharmacie Internationale

NEW STOCK OF WOLFF & SON'S PREPARATIONS:

Kaloderma Shavingstick & Soap, Auxelin Hairwash & Shampoo-powder, Icehairwash & Eau de Cologne, Brilliantine & Cosmetic, Divinia Brilliantine (crystalisee), Nailpolishpaste, Shavingcream in tubes, Odenta, etc., etc.

OSRAM

DRAWN WIRE LAMPS

STAND PRE-EMINENT

10 to 50 CANDLE-POWER.

65 CENTS EACH.

SOLD BY ALL CONTRACTORS

AND BY

THE GENERAL ELECTRIC CO. OF CHINA LIMITED.

Telephone: 518. 1st Floor, 16, Des Vœux Rd.

HEAD OFFICE 7, Jinkee Rd., SHANGHAI.

HONGKONG.

GEORGE STEIGER.

SAUSAGE FACTORY AND DELICATESSEN STORE

14, QUEENSON ST., PRATA EAST. (OPPOSITE THE SEAMEN'S INSTITUTE)

ALL KINDS OF SAUSAGES.

FRENCH, ENGLISH AND GERMAN.

IN LARGE OR SMALL QUANTITIES: BEEF AND PORK SAUSAGES, FRESH DAILY; SPECIAL ARRANGEMENTS FOR HOTELS, GASTRONS, BOARDING HOUSES, SHIPS, PICNIC PARTIES, ETC., ETC.



ON SALE AT ALL STORES

PREVENT DISEASE!

DISINFECT with

WATSON'S

HYGIENOL

a POWERFUL GERMICIDE, DISINFECTANT & DEODORANT.

PER PINT . . . 50 CENTS.
PER GALLON . . . \$2.00

A. S. WATSON & Co., Ltd.
CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

情物無非謹其言即聞要訪探大正論言官宗報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is \$1.00 per quarter.
Single Copies: Daily, 10 cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

DEATH.

FRIESLAND.—Died at the Peak Hospital, Gustav Friesland, 40 years of age.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 12, 1914.

THE STATE OF PORTUGAL.

In a leaderette, some weeks ago, are commented on the state of Portugal as set forth by English observers. Later criticisms confirm what was then said. The *Contemporary Review*, the *Nineteenth Century* and the *British Review*—three periodicals which are not given to lending themselves to scaremongering—have printed articles which deserve attention. Mr. Philip Gibbs writes in the first named on "Portugal under the Reds," and presents a very vivid picture. It is hardly necessary to say that the article is trenchant and well-written. Mr. Gibbs is too clever a journalist to present a poor picture. But it is manifestly a piece of special pleading. He says, for instance, that "there is neither liberty nor justice in Portugal to-day" which is a sweeping assertion which he does not quite prove. He gathered his materials by visiting and talking to citizens who are awaiting trial in prisons. That is a sure way of getting a graphic story, but it is pretty certain to be a story, not deliberately false, so far as those giving information are concerned, but highly coloured and most probably, distorted. He says:—

"The people of Portugal are being governed by a devilish tyranny which is ruining the very soul and body of a nation which once played a notable part in history. To England, who once rescued it from foreign dominion, there comes a cry for help and intervention from those who are falsely accused and falsely imprisoned, as victims of this reign of terror."
But why should England be asked to intervene in the internal affairs of Portugal? The youngest European Republic must work out its own salvation alike unaided and unhampered by the interference of others. The result, in the long run, will be better for Portugal, and if matters are even half so bad as is alleged, they cannot help but mend themselves in time. No tyranny can exist for any great length of time in a European country.

There must be something, however, in all these charges. Mr. Francis McCullagh, in the *Nineteenth Century* pronounces the leaders as an impossible set of scoundrels. He finds that the Portuguese people have become decadent, "also how is it that high spirited people, who were once afraid of nothing on earth, should allow themselves to be terrorised out of their wits by a mob of contemptible secret society?" (The Portuguese nation is decadent, says all that is said of the state of Portugal is true, the present experience may put back into the nation; it may, indeed—so vast and incomprehensible is the scheme of things—be intended for that very purpose. However that may be, there must be no interference from outside, if the best is to be done for Portugal.)

The Smoke Nuisance.

Some time back we had occasion to comment more than once on the nuisance caused through the use of the wrong kind of coal by a steam-driven vehicle frequently seen in the streets of Hongkong. We have seen the same sort of thing, and still do, in the case of the steam rollers which are so much in evidence nowadays. The result is that the streets are more often than not filled with thick, grimy smoke, which is anything but pleasant to encounter. There is also something of the same occurring in Kowloon, but in this instance it is the railway which is responsible. When a train is at the Kowloon station, Salisbury Road takes on the appearance of a thoroughfare under a London fog. And for passengers by it is just as unpleasant as the Metropolitan terror. Is it the type of coal used, we wonder?

The Toll of the Air.

Aviation still claims its victims. Yesterday we reported the death of a noted British military officer, Captain Downer, and to-day news comes by telegraph that Captain Allen and Lieutenant Burroughs have met a similar fate while flying over Salisbury Plain. Truly the British Aviation Corps is being hardly hit. There will, of course, be folk who will argue that in pitting themselves against nature, these men are needlessly throwing their lives away. But that is a weak standpoint to take. If universally adopted, such an argument would put an end to all progress and advancement in science. We may all regret the ever-recurring fatalities, as we all do, but that is the price we have to pay. The day will come when the art of flying will be finally solved; then mishaps such as we now report will be few and far between.

VOLUNTEER ORDERS.

Corps orders by Lieut. Col. Chapman, V. D., state:—
Joined.—Mr. K. W. McIntyre joined on the 4th instant, allotted Corps No. 1496 and posted to Scouts Coy. Mr. A. G. W. Tickle joined on the 6th instant, allotted Corps No. 1497 posted to Civil Service Coy.
Attached.—Col. Sergt. L. H. Murphy, Ceylon Planters Rifle Corps, is attached to the Scouts Coy. from 3rd instant. Trooper E. Wilken, Rangoon Mounted Rifles, is attached to the Scouts Coy. from 6th instant.
Leave.—Sergt. T. Sutherland is granted leave from March 11, 1914, to December 12, 1914. Pte. E. W. Peley is granted leave from March 19, 1914, to April 10, 1914. Pte. W. S. P. D. is granted leave from March 6, 1914, to September 6, 1914. L. Cpl. N. Goldenberg is granted leave from March 31, 1914, to March 31, 1915.
Resigned.—Sergt. G. B. McCormick is permitted to resign.
Musketry.—All Trained Men who have yet to fire either on both parts of the Musketry Course must attend at King's Park Range at 9 a.m. on Sunday the 22nd inst.
Lugard Cup Competition.—The above Competition will be held in the vicinity of Kowloon City on Saturday, March 21. Particulars of time, etc., will be published in next week's Orders. Entries must be forwarded to the Staff Officer not later than 12 noon on Wednesday, 18th instant.

Trees Removed.

The trees in front of the Supreme Court, running through Statue Square, have been removed during the past few days.

Junk Capizes.

The master of a licensed fishing junk, number unknown, has reported to the police that while at anchor at Futung, in Chinese waters, his vessel was struck by a squall and capsized. The man's loss of craft and personal effects is estimated at about \$2,000.

DAY BY DAY.

EVEN IN ORDINARY LIFE THE UNSELFISH PEOPLE ARE THE HAPPIEST—THOSE WHO WORK TO MAKE OTHERS HAPPY AND WHO FORGET THEMSELVES. THE DISSATISFIED PEOPLE ARE THOSE WHO ARE SEEKING HAPPINESS FOR THEMSELVES.—Boswell.

The Mails

Siberian Mail.—Arrived per s.s. Foochow last evening.
Siberian Mail.—Due per s.s. India to-morrow.
Siberian Mail.—Closes per s.s. Devanah at 5 p.m. to-morrow.

The Weather.

Lower level 8 a.m. Temp 74
At the Peak 8 a.m. Temp 63, heavy fog.

Throat Wound.

A Chinese man has been sent to the Government suffering from a lacerated wound to the throat, alleged to have been caused by a boy with whom he was playing.

Another Theft.

A Chinese cook of 140, Queen's Road Central has reported to the police that last night someone entered his house and stole therefrom clothing valued at \$11.40 and \$1.60 in money.

Opium Fine.

At the Police Court, this morning, a wealthy Cantonese was fined \$50 for being in possession of more than the legal limit of opium, and \$25 for being in unlawful possession of opium dross.

Latset Advertisements.

The Oxford and Cambridge Dinner is to be held on the 28th inst.—Page 5

Consignees' notice regarding the Gregory Apar is issued.—Page 5.

The attractions of the Royal George Hotel, Kowloon, are advertised.—Page 5.

Lad's Sad Death.

A Chinese wardboy employed at the Government Civil Hospital was returning to duty yesterday when he saw in the roadway a Chinese lad, apparently sick. He took him along to the hospital but the lad died shortly after being admitted. The cause of death is unknown at present.

ALLEGED FRAUD.

Double Prosecution Withdrawn.

At the Police Court this afternoon, before Mr. J. R. Wood, Tam Hi and Tam Chun were jointly charged in connection with fraudulently converting \$30,731 to their own use.

Mr. R. C. Faithfull originally prosecuted; Mr. G. K. Hall Brutton defended Tam Hi and Mr. Dixon, of Messrs Wilkinson and Grist, defended Tam Chun.

Mr. Dixon said he had seen Mr. Faithfull about the matter and he was informed that the prosecution were going to withdraw the charges.

Mr. Brutton said he had received a similar intimation from Mr. Faithfull.

His Worship then discharged the defendants.

A BAKER'S QUARREL.

Might Have Killed His Adversary.

A dispute arose between two Chinese bakers, as to who left open the oven door, and in the course of vigorous protestations of "not guilty" blows were exchanged as a means of forcing home the points on both sides. One, a little more persuasive than the other, requisitioned the services of a chopper and directed its course on to the back of the other, making a gash between the shoulder blades that had to have nine stitches inserted. There was a second but smaller wound inflicted, and, at the Police Court, this morning, Inspector Gordon in charging the manipulator of the chopper with the savage assault, expressed his opinion that had the blows fallen on the other man's head, death would almost certainly have been the result. A sentence of four months' hard labour was passed.

DEATH OF MR G.

FRIESLAND.

WELL-KNOWN BUSINESS MAN PASSEY AWAY.

It is with the deepest regret that we have to chronicle the death, which took place under painful circumstances at the Peak Hospital this morning, of Mr. Gustav Friesland, manager of the Hongkong branch of Messrs. Melchers and Company, in his 41st year. By his demise, which occurred while undergoing an operation, not only has the German community of the Colony lost one of its best-known and most respected members, but commercial, sporting and social circles a prominent figure.

The deceased gentleman had been in rather indifferent health for some years past, suffering from kidney trouble. His condition, however, gave no cause for alarm, and up to a fortnight ago he was about as usual. In fact, he attended the recent Races in the capacity of a steward of the Hongkong Jockey Club. About a couple of weeks back, complications began to set in, and it was seen that deceased's condition was becoming more serious. He took to his bed, and there remained until Saturday last, when he was removed to the Peak Hospital. A medical consultation took place, and it was decided that the only thing to be done was to operate. The operation took place this morning, and while under-going it, at about eleven o'clock, the deceased passed away, apparently from general collapse.

Mr. Friesland was born at Bremen on September 2, 1873, and in his early days he went to the United States, taking a position in the Norddeutscher Lloyd office in New York. Here he remained until the year 1895, when he came to Hongkong and was attached to the shipping department of N. D. L. Company as a clerk. By steady work he secured promotion, and after some years was made chief shipping clerk. Then about five or six years ago, he was appointed manager of the Hongkong branch of Messrs. Melchers and Company, who are the agents for the N. D. L. Company, and at the same time he was admitted a partner in the firm. This position he held up to the time of his death.

In business circles he was known and respected as a man of sound judgment, and he was associated with many local Companies as a director. These included the Hongkong and Shanghai Banking Corporation, the Union Insurance Society of Canton, Ltd. (of which he was Chairman), the Hongkong and Whampoa Dock Co., Ltd., the China Fire Insurance Co., Ltd., the Hongkong Land Investment and Agency Co., Ltd., and the Hongkong and Kowloon Wharf and Godown Co., Ltd. He was a prominent member of the Club Germania, being a member of the Committee; while in pony-racing he took the keenest interest. For many years he had been a Steward of the Jockey Club, and he also raced his own ponies, though not with a great deal of success. He was a man of unfailing gentility and kindness, and he did a great deal of charitable work in a quiet way. Some time back he bought a valuable property at Pokfulam, and was building a handsome residence enclosed in big grounds, where he hoped to spend many happy summers. The house is nearly complete, and was to have been occupied soon.

Mr. Friesland was unmarried, but he has two brothers at home. A few years back he was visited by his father, who spent a holiday of about six months' duration with the deceased, and who only recently passed away.

The funeral will probably take place at Happy Valley to-morrow morning.

Until the arrival of one of the other partners in the Colony, Mr. A. Lampenski will act as manager of the Hongkong branch of Messrs. Melchers and Co.

EYRE DIOCESAN REFUGE.

Bishop Lander on its Benefits.

The annual general meeting of the Eyre Diocesan Refuge was held this afternoon at the Home, when the Bishop of Victoria presided. There were also present H. E. the Governor and Lady May, Mrs. Lander, Archdeacon Barnett, the Hon. Mr. E. R. Hallifax, Miss Pitts, Mrs. McPherson, Rev. and Mrs. Copley Moyle, Rev. and Mrs. N. O. Pope.

The Chairman thanked His Excellency and Lady May for being present and for the interest which they had taken in the Home, and the great help they had given. The Refuge had always received help from the Governors, from Sir Frederick Lugard and Lady Lugard and now from His Excellency and Lady May. Referring to the work of the Refuge, he spoke of the lady workers, and especially Baroness von Weckmar, who was working with such self-sacrifice with her two assistants. To some extent the work might almost be looked upon as international co-operation, by their having the assistance of a German lady in the home. Another untiring worker was Miss Pitts, the devoted secretary.

There were, he said, four benefits that were derived from the Home. It benefited the girls themselves by saving them from unhappy lives and helping them to live happily; it benefited the ladies of the committee, ladies of leisure in the Colony who were willing to come forward and take benefit from it; and the Chinese by the fact that it was an object lesson to those who were kindly disposed; and lastly it was a benefit from the Divine Master who had said "Inasmuch as ye have done it unto the least of these My little ones, ye have done it unto Me."

Miss Pitts read the treasurer's report, which showed a balance in hand of \$229.74. The total income of the home was \$12,747.39, of which sum \$7,876.22 was forthcoming from the laundry. The expenditure included household expenses \$2,734.86, laundry \$2,493.49 and salaries and wages \$3,982.40.

The Hon. Secretary, Miss Pitts, then read the secretary's report for the year which said, *inter alia*—

"We can record a better state of health all round, and a great development in the industrial work. Throughout the year the washing for the Government Civil Hospitals has been carried on by the Refuge and we have successfully tendered for the same for the current year. This is done in addition to and separately from the laundry work for private customers. This extra work necessitated some alterations and additions to the building and have for the most part been carried out. We have now 58 girls in the Home and 3 girls who are now workers, 61 in all.

Only eleven new inmates were admitted during the year. Four died during 1913, two in the Government Hospital from pneumonia, one, who had been ill for years, in the Tang Wah Hospital, and the fourth, also a chronic invalid who had been with us for many years, in the Isolation Ward of the Refuge.

Seven girls were married. From time to time we get very bright and happy accounts of most of our married girls, in fact quite recently we were told of one that she is so happy she quite recommends the work of the Refuge.

Several times we have been asked to receive girls who have been sent back from America but last year we did not succeed in inducing any to enter the Home. The amount of washing done during the year has been enormous; over 250,000 articles in addition to those of the girls and household.

Mrs. Patten has kindly been responsible for the workroom. The making of 'boys' coats, coolie suits and other sewing, has been carried on during the year and the grand total of \$853.59 has been realised. After paying \$431.54 for materials, paying \$300 to the General Account for 1912, and making a gift of \$126 towards the cost of the new iron bedsteads, the Workroom Account shows a balance of \$330.73 which is to form a 'reserve' towards special demands in the future.

A PRODIGAL SON.

And a Very "Obliging Friend."

A pilfering boy from Canton was accommodated by his cousin in Hongkong, but his inclinations towards the acquisition of things that he had no real right to, again led him to make tracks. On this occasion he took twenty dollars, a gold ring and his cousin with him. They both arrived at Canton in the company of a Chinese who was particularly anxious that nothing untoward should befall them. "Urgent business calls" prevented the friend spending the whole of his time with them, but when he left them the boys realised that he had practically the whole of their money and the ring. Their exchequer of sixty cents did not permit of speculations in high finance and they decided that it would be better far to return to Hongkong by steamer. They did, and were found wandering in the streets by the mother of the younger boy (the other was fourteen). The end of the episode was that Mr. Wood at the Police Court, this morning, ordered the elder of the boys to receive ten strokes of the birch.

The articles made included:—131 boys coats; 140 coolies' coats, 127 coolies' uniforms; 20 scarves, 58 coolies' aprons. In addition to the above, the girls have done a great deal of mending for customers, made and mended their own clothes, and remade 62 quilts to fit their new beds. They have also made 100 bed-covers for "Blindheim," 42 garments for the Chinese Dorcas Society, and other work.

Once again we have ended the year with a small balance in hand, and that in spite of the somewhat heavy items of expenditure:—drying sheds, boiler-room, fittings, etc. The laundry receipts are \$7,876 as against \$5,352 in 1912, and more than cover cost of food, clothing, fire, lighting, and laundry materials.

The receipts from the Sewing Fund are kept distinct and form a reserve and emergency fund. The donations and subscriptions are not quite as large as last year but have amounted to \$1,851. An assured income from Annual Subscriptions is what we should like to have and must aim at.

His Excellency the Governor, in the course of an interesting speech, said that Institution was really an offshoot of that excellent charitable institution, the Po Leung Kuk. If there was one thing which the Chinese were good at it was the organisation of charitable institutions; they seemed to have an extraordinary capacity for that kind of work. He only wished they would exhibit in their management of public affairs the same capacity which they exhibited in their management of charitable institutions. If they had done so, they would not hear so much about the depreciation of note currency in the neighbouring Province, which injured the trade of this Colony as well as that of the Province itself. The work done by this institution was, as they knew, excellent. But he gave them one warning word; it was that they should not drift too much into modern lines, and that they should give their girls at least once a day some really good, hard manual labour. His Excellency then spoke of the work of the committee and particularly mentioned the names of Mrs. Irwin, Mrs. Patten, and Mrs. Pollock for the great amount of time they had devoted to the institution.

Baroness von Weckmar then read a short paper on the work of the institution.

On the motion of the Chairman the following ladies were elected to serve on the committee:—Messrs. Barnett, Bell, Churchill, Harston, Hallifax, Irwin, Kemp, Parr, Pollock, Stedman, Smalley, Baker Brown and Schultz.

The meeting closed with a vote of thanks to H. E. the Governor and Lady May for attending, proposed by Archdeacon Barnett.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, MARCH 12, 1914.

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS.

Belgium, French, and Russian Railway Policies in China.

[The article which follows is taken from the *Far Eastern Review*. It will be read with interest not only for the wealth of information it contains but also as an example of enterprising journalism. Our readers cannot fail to appreciate the immense amount of labour and research which must have been entailed in the collection of the facts here given. In previous issues the growth of Russia's railway policy, with the aid of France and Belgium, and the creation of the Chinese Central Railway, Ltd., have been discussed. French activity and its results are considered below.]

Messrs. Pauling & Company, Limited, the greatest firm of railway builders in the world, signed a contract with the Chinese Government to construct and equip the Chinchow-Angun Railway to the same specification as the Peking-Mukden line at a lump sum cost of £7,885 per mile. This provided for their profit, which indicates that the actual cost of the line would be about £7,000, or perhaps less. This corresponds with the actual cost determined by Messrs. Pearson & Sons on the Tao-Ching construction and corroborates the argument of the lower cost when the work is carried out by experienced railway builders with an efficient organization to carry on the work.

Messrs. Pauling & Company also tendered for the construction and equipment of the Anhwei Railways for Lord Li Ching-fang, at a lump sum cost of £6,280 per mile, also to the same specification as the Peking-Mukden line, thus again indicating that the actual construction cost would have been under £6,000. This company furthermore approached H. E. Chang Chih-tung and offered to construct and equip the Canton-Hankow Railway to the same specification as the Shanghai-Nanking line for a lump sum of £7,000 per mile, indicating again that the actual cost would have been about £7,000 per mile, or £4,000 less than the Shanghai-Nanking line, constructed under the departmental system.

Stifling of Free Competition.
These figures speak for themselves. They are official and on file in the records of the Chinese Government. They have been made by the most experienced British railway builders, whose names are a guarantee that the lines would be well constructed and so serve as an ample security for the bondholders. And yet, for fifteen years, with these figures staring them in the face—figures which must have convinced the most sceptical of the excessive charges of the departmental system—the official group has been able to hypnotize the British Government, into opposing the entrance of the leading British contractors in the Chinese railway field. Both Messrs. Pauling and Company, Limited, and Messrs. Pearson and Sons enjoy the reputation of being the most experienced railway and engineering contractors in the world, and the former concern alone has successfully constructed under the contract ten thousands of miles of ways in different parts of the world to the entire satisfaction of governments and the Banks. They constructed 2,500 miles of railways in Rhodesia, Government alone. Yet with this record this British never permitted serious competition with the official group in China, until the advent of Dr. Sun Yat-sen's contract with them in London, and which was

eventually signed in Shanghai without the interference of the British authorities or the knowledge of the official organization.

So for fifteen years China has been debarred from her legitimate right of free competition in the construction of her railways, and compelled to pay millions in tribute to a system whose only excuse for existence was the support of the various foreign Governments to the Banks who had inaugurated the purchasing commission to increase their profits without due regard for the interests or welfare of China, who had willy-nilly to pay the bills.

With the above exposition of the facts surrounding this phase of the matter, we may now return to a further consideration of the operations of the official syndicate.

For several months past the British Legation has been urging the Chinese to comply with their obligations and give effect to the preliminary agreement for the Pukow-Sinyang Concession signed in 1898, and, on November 14 last, the final agreement was duly signed by the Ministers of Communications and Finance for the Chinese Government of the one part and by the representative of the Chinese Central Railways, Limited, of the other. It has taken about 15 years to get this through, and British interests were highly elated at the ultimate success of the long-drawn out Yangtze concession.

The final Pukow-Sinyang agreement was signed as a purely British undertaking, providing for the appointment of British engineers and the purchase of the materials from Great Britain.

Even the French were happy. They were joyous and heartily congratulated the British on their success, for were they not equally interested and with the Belgians, did not 55 per cent. of the profits pass into their coffers? Vive l'entente cordiale! It was only another happy illustration of the friendly, sympathetic co-operation of international finance. This jubilation on the other side of the Channel came, however, as a sort of surprise to interested sections in Great Britain who could not account for such unseemly joy, and refused to understand how the French could be so deeply interested in what had always been held as the crowning triumph of Britain in the Yangtze Valley.

Who had blundered? The representative of the Chinese Central Railways in Peking, who should have remembered the agreement under which his Company was operating, had apparently forgotten all about its existence, and, in negotiating the final Pukow-Sinyang contract with the Chinese had overlooked the fact that the French had equal rights to the appointment of engineers and the supply of materials. Of course, this was only a trivial oversight, readily adjusted among friends, but one which would be difficult of explanation to the British public and the British manufacturers when half the orders for materials were placed in France and French engineers appeared on the line.

The French insist on adhering to the terms of the 1905 agreement with the British Government cannot deny that after exacting a penalty from China it had been round and divided it with France and Belgium. The only plausible course to pursue would be to cancel the concession rather than suffer the loss of prestige involved in recognition of such a doubtful transaction.

On the Horns of a Dilemma.
The British Government is placed in the position of being false to China, of having to incur the displeasure of France, and of antagonising its own manufacturers. Notwithstanding all the pronouncements of British policy in China the careful delimitation of the Yangtze Valley as a special British preserve, and the erection of a ringed fence to keep

trespassers out, the gate had been deliberately unlocked by the guardians, and the French and Belgians, with their Russian partner, were secretly admitted within the sacred precincts, and quickly became busily engaged in garnering the rich and choice financial plums from the Celestial orchard.

The Pukow-Sinyang agreement of November last, which compelled the disclosure of the secret 1905 contract, determined the British that their frolisome and adventurous French and Belgian play-fellows must be induced to vacate the garden of Eden before all the ripe fruit was plucked from the trees and before the facts became known to the British public.

While all this was going on and the British were apparently justly indignant to find their adventurous rivals inside the fence, and while they were seriously devising schemes to get them out, another gleeful and vivacious claimant for concessions gambolled into the Valley—aided this time by its Celestial sweetheart—sat down under the shade of the two trees bearing the largest and most juicy fruit, and notified the others that it had decided to take what it could as its share. This daring and impudent intruder introduced himself as M. le Banque Industrielle de Chine, a'l vous plait! domiciled in Paris, where he had contracted a left-handed marriage with a Chinese affinity, who had graciously presented him with these special trees as a wedding present.

This sublime audacity staggered the British, as one of these special trees flourished at Hankow while the other grew within the confines of Pukow, the great future port for the lower Yangtze, the terminus of the Tientsin-Pukow, and the Sinyang-Pukow lines, and the stepping off place to the Shanghai-Nanking line, or in other words, the most sacred spot marked out by the official British Company (the Chinese Central Railways, Limited) as its special sphere of activity.

The agent of the Chinese Central Railways, Limited, exploded when he was informed of this invasion into the holy of holies, and forthwith protested against the impudence of the unwelcome financial roisterer who had secured possession by a secret loan for the development of the ports of Pukow and Hankow. The two great centres of Britain's sphere had therefore been appropriated by M. le Banque Industrielle de Chine, under their very noses. This was too much. French trespassers must be taught a lesson. They must be cajoled to run away and play somewhere else or be ejected, but it would appear that the intruder possesses some claim to a share within the ringed fence, for it is an offspring of one of the great syndicates comprising what is known as the Chinese Central Railways, Limited, which, as has been previously explained, owes its origin to the amalgamation of the British and Chinese Corporation with the Pekin Syndicate, Limited. The latter, although a thoroughly respectable British registered concern, has, as already explained, most decided French and Belgian proclivities, which may account for the unusual readiness of the Chinese Central Railways, Limited, to enter into the 1905 compact.

The Banque Industrielle de Chine, The Banque Industrielle de Chine came into existence during the month of January, 1913, when the French promoters secured the co-operation of the Chinese Government by admitting the Chinese to a one-third interest, and during the first week in June last the shares were offered to the public in London and Paris. The capital was francs 45,000,000, divided into 87,000 ordinary shares of francs 500 each, with 3,000 founder's shares of francs 500 each. The significant feature of the prospectus issued to the public was, the fact that

40,036 ordinary shares were reserved for subscription at par for the shareholders of the Pekin Syndicate, Limited, and two directors of the Syndicate were the promoters of the bank. We find on analysis that the distribution of the shares would be about as follows, if the prospectus preference was taken up.

Chinese Government	one-third ...	29,000
Pekin Syndicate share-holders ...	...	40,036
Public subscription 17,984	...	17,984
Total...	...	87,000

These figures would indicate that the actual control of the bank is, or could have been, in the hands of the shareholders of the Pekin Syndicate, a strictly British officially registered organisation, which in this new concern, transferred its allegiance under French Company laws. And it also discloses that the Pekin Syndicate, Limited, one of the official custodians of British right in the Yangtze Valley, deliberately participated in the organisation of a bank under the laws of France, the first transaction of which was to steal away the right entrusted to its care by the British Government. Was there ever such a pitiful picture of financial intrigue and deceit?

The sublimely ridiculous picture is also presented of the British agent of the Chinese Central Railways, Limited, protesting in virtuous indignation against the trespass on the preserves of his company by the loan signed for the re-building of Hankow, and the construction of a port at Pukow by the French Banque Industrielle de Chine, a subsidiary of one of his own principals. And the British Government protests against China for attempting to internationalise the Yangtze Valley, when in reality China was but following the path laid by the British official organisation when it shared the British concession for the Pukow-Sinyang railway with French and Belgian interests and thereby itself internationalised what the British Government believed to be its particular sphere.

Possible French Reprisal.

In the meanwhile, nettled at the hesitancy to comply with the honest provisions of the 1905 compact, the French, with the innate sagacity of the nation, are not awaiting quietly the final shove that will oust them from their share of the concession. They are showing no outward signs of the displeasure against the wave of patriotic British sentiment to hold the Yangtze Valley as a British preserve. No, China is extensive and wealthy in resources, and there are other quiet corners where valuable rights can be acquired simply by asking the Chinese Government for them. And the Chinese are just waiting to be asked.

Now it happens that the British and French Government have a mutual understanding to share equally in any railway construction in the provinces of Yunnan and Szechuan, though is not clear whether or not this understanding extends to the French interests in the Szechuan section of the Tatung-Chengtzu line, recently granted to the Societe Generale de Belgique. It would be interesting to know.

In the great through western trunk line which will connect Russia on the north and Yunnanfu to Chengtu or Chungking, had still to be provided for. What is more natural than that the French Government at this psychological moment should kindly request the Chinese for the right to construct the line from Yunnanfu to Szechuan well knowing that the friendly officials could not say them nay? And what is more natural, after securing this choice section from China, than that the French Government should politely convey its compliments to the Chinese Government and add that it could have the Pukow-Sinyang line to itself, while the French, in view

of the hesitancy of the British to acknowledge their rights under the 1905 agreement, were consequently reluctant to admit the British to a half share in the Yunnan-Chungking or Chengtu line, and would therefore construct the railway without their assistance?

A brilliant stroke of diplomacy! France would gain for the loss of her share in the Pukow-Sinyang line the sole rights to a through railway from Haiphong to Chungking or Chengtu, or both. At Chengtu she would link up with the "Great Achievement" of the Russo-Belgian combination, thus clasping hands across China with her ally on the north, and also would have the control of a large section of the line eastwards to the Hupoh border as provided for in the Paris meetings of the Hukuang negotiations—a section which is shortly to be proceeded with, as reported elsewhere.

Once this last link is in her control France will dominate the entire west of China and divert all the trade to her port of Haiphong. The line from Yunnan to Nanning, which has already been promised to her by the kindly Chinese, will then be shelved and never be built, so that control of the west will not pass from her hands.

This situation, so disastrous to China, has been brought about by the failure of the official British Group recognise the rights of the French in the Pukow-Sinyang loan agreement. It is a situation fraught with the greatest danger to China. The granting of the Yunnan-Chungking or Chengtu line as an exclusive French concession would constitute the last nail in China's coffin. The coffin is prepared, the corpse enclosed, and the undertaker stands ready, hammer in hand, to drive the nail home.

The French Minister, while this article was being written, actually secured from China the right to construct the Yunnan-Szechuan railways for French interests.

The Chinese, as usual, have been compelled to bow to the inevitable, and Great Britain has received a severe set-back from France, solely as a result of the grasping aspirations of the Official British Group. In November of last year an Anglo-French syndicate, represented in Peking by a British subject, endeavoured to obtain the right to build the Yunnan-Chungking or Chengtu railway, and, by virtue of the combination of French and British interests and the agreement existing between the two Governments to share railway enterprises in Yunnan and Szechuan, stood an excellent chance of receiving the full support of the French Minister. In fact we are not wrong in saying that support was promised by the French Minister, but he was compelled to modify his attitude immediately upon the signing of the Pukow-Sinyang agreement on November 14 last and the consequent development of the situation created by the official British organisation. The deliberate disregard of French claims in the Pukow-Sinyang agreement compelled the French Minister to act promptly, and immediately he began to look after the interests of an organisation more French than British. So rapidly did things move, indeed, that the Anglo-French Syndicate was completely side-tracked, and, by January 21, an option was signed for the Yunnan Szechuan line—with whom? With that interloper in the Yangtze Valley, the Banque Industrielle de Chine! And thus France gave Britain the Roland for her Oliver.

Reasons why the 1905 Agreement Stands.
In the meantime the 1905 Agreement has been the subject of considerable discussion. It is claimed that in signing the final Pukow-Sinyang Agreement and ignoring the provisions of the 1905 Agreement for the equal participation of the French in the

supply of materials and the appointment of engineers, the representative of the Chinese Central Railways, Limited, must have overlooked the most vital essential in the reasons for the agreement. As the final Pukow-Sinyang Agreement was signed with the Chinese Government with the full knowledge of the British Legation, it is also apparent that the existence of the 1905 compact was temporarily forgotten. Such a striking case of official amnesia is all the more extraordinary, inasmuch as it was only four years ago that the existence of the agreement was officially recalled to the attention of the American Government by the British Foreign Office, to justify the reasons why the American Group should not be permitted to participate in the Triple Hukuang Railway Loan.

The failure of the American Bankers immediately to respond to the rather superior condescension of the British official group in alighting the shares, was construed by the latter as a waiving of the American rights to participation in the Hankow-Szechuan Railway, provided for in a letter written by the Waiwupu in 1904 to the American Minister (Mr. Conger). The 1905 Agreement was then not only officially advanced by the British Government as a fair reason why America should not be admitted to the Hukuang Loan, but it is also on record that when the Agreement was first made, the British Minister at Washington officially recommended the American Government to instruct its bankers to communicate with the Chinese Central Railways, Limited, if they desired participation.

It is also on record that the 1905 Agreement was entered into with the knowledge, and presumably the approval, of the British Government, thus making the Government, beyond the shadow of a doubt, a full party to all that transpired. It is difficult to believe, however, that the British Foreign Office ever gave the matter more than a passing thought, and it is charitable to say it must totally have failed to realize all the points involved in such a transaction.

It has also been urged that the 1905 Agreement was nullified or supplemented by the terms of the Hukuang Loan Agreement, but such a contention can only blind those unacquainted with the true facts. The British Group in the Hukuang Loan, although officially represented by the Hongkong and Shanghai Banking Corporation, consists of the British and Chinese Corporation and the Chinese Central Railways, Limited.

In the distribution of the profits and participation of the British Group in this Loan the following arrangement was finally arrived at:—

Of the total loan of \$6,000,000 the portion appertaining to the Hankow-Canton section is \$3,000,000 and the portion appertaining to the Hankow-Szechuan section is \$3,000,000.

The Chinese Central Railways, Limited, takes no participation in the Hankow-Canton section, the profits of which, whether from flotation or commission on materials, are divisible equally between the British and Chinese Corporation, Limited, the German Group, the French Group, and the American Group.

The British and Chinese Corporation, Limited, and the French Group take no participation in the Hankow-Szechuan section, the profits on which, whether from flotation or commission on materials, are divisible, two-fourths to the Chinese Central Railways Limited, one-fourth to the German, and one-fourth to the American Groups.

For facility of division it was agreed that the portion of the loan to be floated in London, \$750,000, should be deemed to be floated on account of the British and Chinese Corporation, Ltd., and \$750,000 on account of the Chinese Central Railways, Ltd.,

Of the portion to be floated in Paris by the Banque de l'Indo-Chine \$750,000 should be deemed to be on account of the Chinese Central Railways, Ltd.

In the final arrangement for the appointment of the engineers and the purchasing agency rights for the extension of the line to Chengtu, it was arranged that the chief engineer for the first 400 kilometers was to be appointed by the American Group, for the next 600 kilometers by the British Group, and the remaining 600 kilometers by the French Group, and it was also arranged that the purchasing agency rights for the proposed extension would go with the appointment of the chief engineer.

It is thus clearly established that the Chinese Central Railways, Ltd., secured its full participation in the Hukuang Loan from the other parties. The company was honourably and justly dealt with in the division of the profits and its future participation.

Yet, when the time arrived for the combination to repay its obligation, by admitting participation in the Pukow-Sinyang section, the official British company (excepting the Chairman of the British and Chinese Corporation, who admitted at the annual meeting in London that other nationals had the right to share in the Pukow-Sinyang railway) suffered a mental hiatus and conveniently overlooked that the French partners in the company were entitled to one half the materials and engineers, which stipulation should have been incorporated in the Loan Agreement.

But this action would have revealed the truth to the Chinese Government, which was the last thing that the official corporation desired, so the facts were concealed, and the Pukow-Sinyang Loan Agreement was signed as a purely British undertaking.

The signing of this agreement under these circumstances may have appeared quite justifiable to the British official organization, as it had the support of its Government, but the fact that the rights which were wrung from China as a penalty for her signing the Peking-Hankow Loan were afterwards divided with the French, and Belgians did not seem to trouble their conscience.

The Chinese Government's Position.

But how about the position of the Chinese Government? Under the circumstances was not the Pukow-Sinyang Loan Agreement obtained from the Chinese Government under false pretences?

Article 22 of the Final Agreement expressly stipulates as follows:—

"The Company may, subject to all its obligations under this agreement, transfer or delegate, all or any of its rights, powers and discretions thereunder to any British Company, Directors or Agents with power of further transfer and sub-delegation; such transfer, sub-transfer, delegation or sub-delegation to be subject to the approval of the Director General."

Has the Chinese Government ever been officially informed of this transfer by the 1905 agreement of the British rights to French and Belgian interests? If these rights have been transferred and the status of the company changed, is the Loan Agreement valid? It may be urged that although the large majority of the shares are held in France and Belgium, that the company remains British and its status is not altered.

The American Government advanced this same argument in 1905, and furthermore, guaranteed the American character and status of the American-China Development Company, notwithstanding the fact that the Belgians had secured control of the shares by private purchases in the market. The Belgian controlling interest in the American company was never approved by the transfer of British rights in the 1905

(Continued on Page 16.)

FOOTBALL.

CLUB V. H.M.S., HAMPSHIRE.

Goalless draw after an exciting game.

At Happy Valley, on the Club ground, yesterday afternoon, in dull and threatening weather, the Hongkong F.C. met H.M.S. Hampshire in the semi-final for the shield.

The teams lined up as follows:—
Hongkong—F.C.:—W.G. Cope; A.T. Hamilton and J. Stalker; R.F. Long, R.O. Barlow and W.G. Rigden; N. Croucher, M. Railton, P.W. Wilkie, W. Viveash, and W.V. Pennell.

H.M.S. Hampshire:—Seymour; Martin, and Gander; Morey, Hooker and Hayward; St. Croix, Lee, Friend, Poe and Gilbert.

There was a fair attendance of spectators when the Club kicked off towards the Clubhouse end of the field. A fine centre from Pennell was put out. Then Long passed to Croucher near the corner, but the naval left back cleared. The club were conceded a corner. Croucher took the kick and passed to Railton. The latter headed towards goal but the leather was quickly played beyond his reach. Pennell tied a long shot at goal, but though fast the shot was a poor one. Just as the sailors were making an incursion of the club's defence Long came to the rescue and cleared cleverly. The Hampshire centre-forward finally engineered the ball towards the Club citadel but Hamilton was not found wanting and played the ball back into the opposition lines. Pennell then had a couple of attempts at goal scoring and missed narrowly on each occasion, his last shot deserving a better fate. A few moments later the Club custodian had to run out and handle, Gilbert closely chasing a dangerous ball. Friend then got the ball but before he had made up his mind what to do Stalker nipped up from behind and took it from his toe amidst applause. Railton got possession and almost from the half-way line put the ball right in front of goal. Pennell at the moment was awkwardly placed, but, from a difficult position sent in a shot that just went over the cross-bar. Just as Friend was in possession of the ball and a favourable opening presented itself Stalker tripped him, the Club being penalised. Long was then responsible for a clever piece of work. Conceding Gilbert a good five yards advantage in a fifty yards dash he overtook him, robbed him of the ball and then continued his run, and defeating Poe. A moment or two later Poe passed to Friend, who made for goal and though he got clear of Long he had Hamilton to contend with, the hefty back taking the ball clear out of his control. Poe tried to make amends for the sailors but though getting the leather well up it travelled too fast for him and Cope headed it away. Both teams were then penalised for infringements. The last two minutes of the first half was played with the sailors a man short, Gander sustaining a cut on the head owing to a collision with Railton. Poe had a splendid opening, hopelessly beating Hamilton, but badly judging a bouncing ball, spoiled the most glorious opportunity in the first moiety of opening the scoring. When the interval whistle blew the scores were:—Hongkong F.C. Nil; H.M.S. Hampshire, Nil.

In the second half Railton opened with a good run, but ere he could find assistance he was robbed by Martin. Lee then got close in and Hamilton was compelled to concede a corner to save the situation. The result was fruitless. Pennell got the ball from Rigden, and, despite the fact that he was hard pressed, sent a beautiful pass to Croucher. The latter, however, clumsily misjudged the ball and allowed Friend to relieve the danger. Later Barlow was unfortunate, as, after getting nicely up to the goal, he had to kick whilst on the turn and shot very weakly. Pennell was loudly cheered for his next effort. Thirty yards away from the goal he sent in a shot from a particularly oblique and difficult angle, forcing the custodian to

HONGKONG CRICKET CLUB.

The following will represent the H.K.C.C. against the Navy in the Hongkong Cricket League on Saturday 15th. March on the H.K.C.C. ground. Play to commence at 2 p.m.:—Messrs. B. Hancock, (Capt.), R. N. Anderson, O. C. Clarke, P. H. Cobb, D. E. Donnelly, M. M. Maas, S. S. Moore, T. E. Pearce, R. A. Stokes, R. P. Thursfield and R. L. D. Wodehouse.

handle. Play was then transferred into the Club defence through some clever combination on the part of the forwards, but Barlow and Long were not found wanting and this brilliant pair broke up the combination at the psychological moment, Hamilton putting the ball well up the field. Stalker, who was doing yeoman service for the Club being always there or thereabouts when danger threatened, once more prevented success crowning the sailors' efforts. Lee was speedily making for goal when Stalker, timing the sphere well, took it from Lee's toe. The Club were awarded a free kick. The ball was entrusted to Stalker who sent in a terrific shot which appeared a certain scorer. Dropping as it sped through the air and out of the reach of the defenders, it crashed against the cross-bar just when a goal seemed unpreventable. In a later effort of a similar nature Stalker failed miserably. Railton then made a fatal mistake. He was given the ball right in front of goal without any attendant, but, shooting with unpardonable carelessness he sent the ball wide. Once more the sailors had a gleam of hope. St. Croix got the ball from Friend and was in dangerous proximity to goal when Rigden spoiled his opportunity. Then a halt was called owing to Pennell taking cramp after twisting to keep the ball in play. Later the Club missed another opportunity. Pennell centred but there was no one to receive the ball. The sailors commenced to press and it was only the determined play of Long, Stalker and Hamilton that prevented them getting through. Poe meeting with a slight accident called for yet another halt in a very exciting game. Just before the whistle sounded Lee was in possession in front of goal but bad shooting spoiled another golden opportunity for the sailors. The final scores were Hongkong F.C., Nil; H.M.S. Hampshire Nil.

Mr. A. P. Storrie was the referee.

LAWN TENNIS.

The following are the results to date of the games played in the Hongkong Cricket Club Tennis competitions:—

Open Championship singles:—J. B. Penman beat Capt. A. G. W. White 6-3, 6-1, 6-0; A. H. Tomes beat A. R. Sutherland 6-3, 6-4, 6-0; S. E. Green beat A. W. Salt 6-1, 6-1, 6-2.

Open Handicap Singles:—J. R. Wood beat E. Abraham 4-6, 6-1, 6-3.

BILLIARDS.

Soldiers Club Tournament.

The match between the A.S.O. and the D.O.L.L. in the Soldiers' Club Billiards Tournament finished last evening resulting in a win for the Osnawalls by the handsome margin of 584 points. On Tuesday Sergt. Lyth of the A.S.O. lost to Sergt. Ostler by 79-250 and Lance Corpl. Robertson lost to Sergt. Lunnion 219-250. Last evening two further easy wins for the Osnawalls completed the match, Sergt. Plant beating Lance Corpl. Carter and Sergt. Barron beating Sergt. Allen by 250-185, and 250-122 respectively.

Indian Discharged.

At the Police Court, this morning, Inder Singh, who was charged with converting to his own use \$350 whilst a bailor of that sum, was discharged. Mahomed Bux was the complainant. Mr. J. H. Gardiner prosecuted and Mr. C. F. Mason, of Messrs. D. Alipacha and Mason, defended.

MONEY LOAN ASSOCIATION.

Interesting Summary Court Case.

In the Summary Court this morning, before Mr. Justice Gompertz, Chu Ming-po and others sued Wong Chuen-cho for \$200, as withdrawn members of a Money Loan Association, promoted by Tam Fong-tai who had absconded from the Colony. The defendant was a drawn member of the said Association, and the amount claimed represented the last four instalments due by him. Mr. Davidson, of Messrs Hastings and Hastings, appeared for the plaintiffs, and Mr. Norrington (Mr. G. K. Hall Brutton's office) appeared for the defendants.

Mr. Norrington said he would like to refer his Lordship to a case in December of last year, in which his Lordship said the trustee or head of an Association must be joined as defendant.

Mr. Davidson:—It is a judgment of Mr. Kemp's, whom your Lordship followed.

Mr. Norrington:—The head of the Association must be joined as defendant.

His Lordship:—I don't remember that case.

Mr. Norrington:—I have the judgment before me.

Mr. Davidson said he remembered the case and in the first instance the head was not joined. They applied for leave to add him.

His Lordship:—As defendant?

Mr. Davidson said he was to be added as defendant, but there was some question as to whether the addition had been properly made because they amended the endorsement of the writ. It was proper to add the promoter if he could be got at, but the promoter in this case had absconded.

His Lordship:—What application are you making now?

Mr. Norrington:—The only way they can sue is through the head of Association; there was no privity of contract between the members at all; some of these members did not know each other.

Mr. Davidson said he thought there was a case in the reports that was not dealt with by Mr. Kemp. A certain person agreed with the promoters of a company to do something and he was to be repaid. It was inserted in the articles that this person should be paid but the person doing the work sued the company without any reference to the members at all. Inferentially, a beneficiary could sue without the trustee if the trustee could not be got at, *a fortiori*.

His Lordship:—This is a suit in equity, not in law at all. If you call evidence he can't.

Mr. Davidson said this was an action by four undrawn members of a Money Loan Association. The Association was a \$100 one of eleven members. The first drawing took place on December 18, 1912. The Association went on in due course for seven months and the seventh drawing was made on June 12, 1913. That was the last regular draw, but on the next one, on the eighth day of the sixth moon, it transpired that the drawer at the previous meeting, Chu Chik-kai, who had already brought an action before his Lordship, was not paid in full, and the only persons present at this meeting, besides the plaintiff, the promoter and the defendant in this case, were two other drawn members; so under the circumstances it was arranged that the drawn members present should pay the money to the undrawn members. Another meeting was held the following month, and at this meeting still fewer turned up, amongst the absentees being the promoter. It was arranged that the members pay \$100 to divide amongst the plaintiffs. Now eleven months had expired and the plaintiffs were suing defendant for \$400, giving credit for \$200 paid, having divided the first two payments by the defendant at the meeting. He would call the plaintiff to prove the payment of the two instalments. On those facts he thought he was entitled to judgment for \$200.

The case was proceeding as we went to press.

DAIRY FARM NEWS.

FISH.

FRESH SIBERIAN SALMON,

SELECTED

KIPPERS, HADDOCKS, FILLETS.

TURKISH CIGARETTES

OF HIGH QUALITY

MAHALLA No: 1

SPECIALS No: 1

SPECIALS No: 2

MANUFACTURERS:

M. Weinberg & Co., London W.

SOLE AGENTS,

KRUSE AND CO.

To-day's Advertisements

GRAND EVENING CONCERT

IN AID OF

ST. JOSEPH'S BOY SCOUTS HALL FUND

WILL BE HELD ON

THURSDAY, March 19th, 1914

St. Patrick's Club, Garden Road, at 9 p.m.

Patrons: H.E. Major General F. M. Kelly, C.B.

Vice-Admiral Jerram, R.N. Commodore Anstruther, R.N.

Sir W. Rees Davies Bishop Pozzoni and many other distinguished officers.

TICKETS \$2 & \$1. For particulars See Bills.

ROYAL GEORGE HOTEL, KOWLOON.

This Hotel has been thoroughly renovated and is now well furnished and is under the management of a Competent and Experienced Manager.

A new Private Bar, Private Sitting Rooms and Dining Room have been specially fitted up for the use of the Hotel and for the use of the public.

Catering to Private Parties, Picnic Parties, etc., shall be managed by applying to Mr. Newton, the Manager.

H. RUTTONJEE, Proprietor.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The S.S. SHINYOMARU leaves Kobe on May 11, and passengers by this steamer may travel per S.S. HONGKONG MARU.

To-day's Advertisement

FROM SHANGHAI, KOBE AND MOJI.

NOTICE TO CONSIGNEES. THE Steamship

"GREGORY APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd. Agents, Hongkong, 11th Mar., 1914. [1177]

WANTED

WANTED IMMEDIATELY. Two assistants, one to teach, and one to help in domestic affairs. Apply Superintendent DIOCESAN GIRLS' SCHOOL & ORPHANAGE, King's Park, Kowloon.

OXFORD AND CAMBRIDGE DINNER.

THE annual dinner will take place on March 23rd, at the Hongkong Hotel at 8 p.m.

Members of either University wishing to be present are requested to send in their names to one or other of the undersigned.

P. W. GOLDRING, 6, Des Voeux Road, Central. C. D. MELBOURNE, Supreme Court.

NOTICE TO CONSIGNEES.

From CALOUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. on the 14th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD. Agents, Hongkong, 12th Mar., 1914. [1178]

HENRY HEATH'S HATS

LATEST SHAPES

In STRAW HATS FELT HAT

NOW SHOWING

MACKINTOSH

& CO., LTD.

"MEN'S WEAR SPECIALISTS."

16, DES VŒUX ROAD.

WM. POWELL, LTD.

HAVE IN THEIR

TAILORING DEPT.

AN

EXCELLENT SELECTION

OF

NEW MATERIALS,

FOR THE PRESENT AND COMING SEASON.

ALWAYS MODERATE FOR THE BEST.

J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.

CORNHILL, LONDON.

ANDERSON MUSIC CO., LTD.

THE GREAT "ALLISON" ENGLISH PIANO

HIGH CLASS INSTRUMENT

AT THE

PRICE OF A CHEAP ONE.

6, DES VŒUX ROAD.

TEL. 1322.

CLIFFORD WILKINSON'S



Do You Ever Pause To Consider The Hidden Danger In The Water?

Many Serious Illnesses will be avoided if you drink

WILKINSON'S TANSAN.

As no Impurities can get to Tansan.

Jansan HAS A CHARM OF ITS OWN WHICH HAS GAINED FOR IT THE TITLE "THE CHOICEST OF ALL CHOICE WATERS"

SOLE AGENTS.

CANDE PRICE & CO. LTD.

Tel. No. 135.

6, Queen's Road Central, Hongkong.

Shipping

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Russia 19th Mar.	Allan Line 11th April.
Empress of India 2nd April.	29th April.
Monteagle 8th April.	

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Intermediate service, via Canadian Atlantic port £45, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £5 additional.

SPECIAL RATES (First Class only.) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE & MOJI on 18th Mar.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for YOKOHAMA, KOBE & MOJI on 26th Mar.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th Mar.

S.S. "Japan," 4,013 tons, Capt. Seddon, will be despatched as above on 25th Mar.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD. Agents.

Hongkong, Mar. 9th, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—18, DES VŒUX ROAD, HONGKONG, SHANGHAI: 2-3, Poochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office—LUDGATE CIRCUIS, LONDON, E.C.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche-Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO, to

Marseilles, Havre, Bremen and Hamburg and New York.

And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Suedmark 18th Mar.	Wuerttemberg 1st May.
Brigavia 1st Apr.	Segovia 11th May.
Uckermark 15th Apr.	Emden 21st May.
Hoerde 14th Apr.	Friska 29th May.
Sambila 25th Apr.	

HOMEWARD.

For Havre, Emden, & Hamburg:	For Havre Emden & Hamburg:
Spezia 14th Mar.	Assyria 4th April.
For Bremen, Hamburg & Antwerp:	For Havre & Hamburg:
Senegambia 15th Mar.	Alesia 8th April.
For M'les, R'dam & Hamburg:	For Havre, Bremen & Hamburg:
Sachsen 27th Mar.	Bayern 23rd April.
For Havre & Hamburg:	For Havre & Hamburg:
Scandia 28th Mar.	Brigavia 6th May.
For Dunkirk, R'dam & Hamburg:	
Aragonia 3rd April.	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Shipping

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Destination.	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Katori Maru Capt. Murai	(WEDNES., 25th Mar. at 10 a.m.

VICTORIA, B.C. and SEATTLE	Yokohama Maru Capt. Wada	(TUES., 24th Mar., at noon.
----------------------------	--------------------------	-----------------------------

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. T. Sekine	(WEDNES., 8th Apr. at noon.
--	----------------------------	-----------------------------

CALCUTTA, via Singapore, Penang & Rangoon	Hakata Maru Capt. H. Nomura	(THURSDAY, 19th Mar.
---	-----------------------------	----------------------

BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi	(THURSDAY, 12th Mar.
----------------------------------	----------------------------	----------------------

KOBE & Yokohama	Kanagawa Maru Capt. Machida	(SUNDAY, 15th Mar.
-----------------	-----------------------------	--------------------

Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914

FOR EUROPE.			
Hirano Maru	16000 tons	sails Wednesday	11th March
Katori	20000	"	25th "
Kamo	16000	"	8th April
Kashima	20000	"	22nd "

FOR AMERICA.			
Aki Maru	12500 tons	sails Tuesday	24th January
Sado	12500	"	10th March
Yokohama	12500	"	24th "
Awa	12500	"	7th April
Shidzuoka	12500	"	21st "

For further information apply to Telephone No. 292.

KUSUKOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAU	Yingchow	14th Mar. at m'night
SHANGHAI	Shaohsing	17th Mar. at noon
MANILA, CEBU & ILOILO	Teian	17th Mar. at 4 p.m.
HAIPHONG	Kailong	18th Mar. at 10 a.m.
SHANGHAI	Anhui	19th Mar. at 4 p.m.
SHANGHAI & TSINGTAU	Kanchow	21st Mar. at m'night
MANILA, CEBU & ILOILO	Chinhua	24th Mar. at 4 p.m.
WEIHAIWEI & TIENSIN	Kueichow	26th Mar. at noon

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages, apply to

BUTTERFIELD & SWIRE.

Telephone No. 36 Hongkong 11th Mar. 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via ports of call.)

The S.S. Vladimr, 5,620 R.T., Commander Kamichansky, is expected to arrive here about the end of March, or beginning of April, 1914.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Yaroslav, 4,494 R.T., Commander Lokmatoff, is expected to arrive here about the 21st day of March, 1914.

N.B.—This outward steamer on the way to Nagasaki and Vladivostok will call at Hongkong if the room permits.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF, Agent,

Hongkong, 12th Feb. 1914.

Shipping

HONGKONG PHILIPPINES STEAMSHIP CO.



Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	FRI., 13th Mar. 4 p.m.
Zafiro ...	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	MON. 23rd Mar. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO. GENERAL MANAGERS

Hongkong, 4th Mar. 1914.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer.	From	Expected on or about	For	Will leave on or about
Tjibodas	JAVA	1st half Mar.	JAPAN	1st half Mar.
Tjitaroem	SHAI	1st half Mar.	JAVA	1st half Mar.
Tjimanoeck	JAVA	2nd half Mar.	SHAI	2nd half Mar.
Tjilatjap	JAVA	2nd half Mar.	JAPAN	2nd half Mar.
Tjipanas	JAVA	2nd half Mar.	SHAI	2nd half Mar.
Tjikini	SHAI	2nd half Mar.	JAVA	2nd half Mar.
Tjimahi	JAVA	1st half Apr.	JAPAN	1st half Apr.
Tjiliwong	JAVA	2nd half Apr.	JAPAN	2nd half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. 115

TOYO KISEN KAISHA

SAN FRANCISCO LINE VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000	23 knots	Sat., 4th Apr.
Nippon Maru	44,000	18 knots	Wed., 8th "
Seyo Maru			Sat., 11th "
Hongkong Maru	11,000	10 knots	Sat., 25th "
Shinyo Maru	22,000	21 knots	Wed., 29th "

via Manila. Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months): £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDERSON ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291 KING'S BUILDINGS.

The Eastern and Australian Steamers Co., Limited.

Mail Service to Australia

via Manila.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	14th Mar.	20th Mar. at 10 a.m.
Eastern	4th April.	9th April at "
Aldenharn	2nd May.	1st May "
Empire		29th May "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	W. C. Passmore	FRIDAY, 13th Mar. at 11 a.m.
Haitan	J. S. Roach	TUESDAY, 17th Mar. at 11 a.m.
Haiyang	A. E. Hodgins	FRIDAY, 20th Mar. at 11 a.m.

FOR SWATOW.

Haimun	J. W. Evans	SUNDAY, 15th Mar. at 10 a.m.
Haimun	J. W. Evans	WEDNES., 18th Mar. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

(General) Managers.

A FAULTY SYSTEM.

LOG BOOK

R.V.F. Subsidy.

The Russian Government has reduced the subsidy which has been paid since 1885 to the Volunteer Fleet for its Odessa-Wladivostok line from 800,000 roubles to 178,000 roubles per annum, as during the last few years a steady increase in the company's revenue has been shown. Of the nine steamers which the Volunteer Fleet uses on the Odessa-Wladivostok service, four will have to be replaced by vessels of 12-knot speed and 8,000 tons cargo capacity. These new steamers, it is stated, will have to be ready for commissioning by 1915, and as the Russian shipbuilding yards are all fully occupied by work for the Admiralty, it is highly probable that contracts for one or more of the new vessels will be placed abroad.

The French Service to Australia.

It is interesting to note that the decision of the Norddeutscher Lloyd to withdraw its mail ships from the Australian service synchronises with the withdrawal of the mail ships of the Messageries Maritimes from the same route. In accordance with the terms of a new contract with the French Government, the French monthly service of mail steamers will be supplanted by a monthly service of "intermediate" steamers. The route also will be changed. At present the French mail liners proceed from Marseilles via Suez to Bombay and Colombo, thence to Fremantle, Adelaide, Melbourne, Sydney, and New Caledonia. No long stay is made at Noumea, New Caledonia, the vessels returning to Sydney, where they remain in port for a week until they set out on the return voyage. The Australian mail steamers leave Marseilles on a Wednesday, and it is possible for passengers to leave the port four days later and proceed by the China mail steamer to Colombo, where a connection is made with the Australian ship. From the beginning of August steamers of the intermediate class will proceed, after leaving Colombo, to Singapore and Batavia, Java, and then pass through Torres Straits to the New Hebrides, New Caledonia, and Brisbane and Sydney. The passenger accommodation is likely to be strictly limited.

China Coast Concession.

The Imperial Merchant Service Guild Gazette states:—

After many years of persistent endeavour on the part of the Guild, indefatigably backed up by those concerned, the fact that Captains and Officers permanently trading on the coast of China have now been granted a free passage out and home, and six months' leave on half pay after six years' service, is a gratifying innovation. It seems a great pity that China Coast companies could not have seen the necessity of this before now, as practically in all other companies of a similar nature a system of leave on pay and a passage out and home has been adopted as a matter of course. Many of the companies finding that they could not get Officers to serve for three and four years have been compelled to reduce the limit to two years in order to keep their vessels efficiently officered. Even with a passage out and home after six years' service, it is questionable whether this period will be considered reasonable by present-day Officers. Despite the concession there are already signs of discontent amongst Officers on the China Coast, who consider the stipulated period of service abroad is too long, promotion too slow, and remuneration has advanced to such a degree in the better-class companies nearer home, that there is no great inducement for Officers to accept service abroad at the present time. Therefore the fact of the China coast companies adopting the principle of leave and a passage home on pay is decidedly a step in the right direction, and we are hoping to see the period of service considerably reduced in the near future.

Oysters, Fresh, Fried or Stewed Findon Haddock, Kippers &c.

ALEXANDRA CAFE.

Public Auction

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

TO-MORROW,
the 13th March, 1914, commencing each day at 2.30 p.m. at his Sales Rooms, Duddell St.

A Private Collection of Rare Old China from Sung dynasty to

Towkang
The Collection is made of—
5-COLOURED, BLACK and WHITE BAWTHORN, CORAL PINK and BLUE and WHITE VASES.

5-COLOURED, 2-COLOURED, & BLUE & WHITE PLATES, CUPS, BOWLS and SNUFF BOTTLES.

SANG-DE-BEUF VASES, CELADON & PEACH BLOOM INCENSE BURNERS, CELADON VASES, CHINCHOW CUPS.

HANDSOME IVORY CARVINGS, JADE PLATES and BOWLS, AGATE ORNAMENTS and SNUFF BOTTLES, OLD PEKING CLOISONNE VASES and INCENSE BURNERS, BRONZE FIGURE and BURNER.

OLD MING PORCELAIN FIGURE etc., etc., etc. (without Reserve)

On view from THURSDAY the 12th March.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,
the 14th March, 1914 commencing at 11 a.m. at his Sales Rooms, Duddell St.

117 PAIRS LADY'S & GENT'S BROWN BOOTS & SHOES (English Make) in first class condition

Without reserve.
On view from Friday, the 13th March.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

SATURDAY,
the 14th March 1914 commencing at 12 o'clock noon at his Sales Rooms, Duddell Street.

20 Cases PETER WALKER LAGER BEER (quarts & pints).
20 Cases quarts MOET and CHANDON CHAMPAGNE.

15 Cases pints MOET and CHANDON CHAMPAGNE.
20 Cases (quarts and pints) GUILLERMART CHAMPAGNE.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

BY ORDER OF THE EXECUTOR
of the

Will of the late Mr. A. A. D. SASSOON

PUBLIC AUCTION
Messrs. HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION
on

THURSDAY,
the 26th day of March, 1914, at 12 o'clock noon at their Auction Rooms

THE VERY VALUABLE LEASEHOLD PROPERTIES
known as

SOWKEWAN LOTS NOS. 105, 107, 108, 118 & 137

in Four Lots
The properties comprise desirable building sites situate on and near the Main Road Sowkewan and ripe for immediate development.

A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors

Messrs. DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central, and also

Messrs. DAVID SASSOON & COMPANY LIMITED,
3a, Des Voeux Road Central, and also

Messrs. HUGHES & HOUGH, The Auctioneers.

Don't forget after the Show Supper and Light Refreshments **ALEXANDRA CAFE**
Open Till Midnight

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

s.s. "CHINA."

From SAN FRANCISCO, JAPAN PORTS and MANILA.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees' risk and expense. Cargo remaining undelivered Monday, March 9th, 1914 at NOON will be landed at consignees' risk and expense.

Cargo remaining undelivered Friday, March 13th, 1914, at noon in addition to landing charges, storage charges will be collected.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown Thursday, March 12, 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before April 6, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.
Hongkong, 6th Mar., 1914.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"KASHIMA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 17th March, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents,
Hongkong, 10th Mar., 1914. [177

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF AIRLIE,"
From PORTLAND, SEATTLE, VANCOUVER (B.C.) & JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 11th inst. at Noon will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 17th inst. at 6 p.m. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 19th inst., at 9.30 a.m.

All claims must be presented on or before 20th inst.; otherwise they will not be recognized.

JARDINE, MATHESON & CO., LTD.
Agents,
Hongkong, 10th Mar., 1914. [176

Hotel Lists.

Hongkong Hotel.

Abraham, E. S. Jay, J. W.

Adler, L. Layton, G. B.

Agassiz, Mr. and Mrs. M. T. Jones, M. T.

Anthony, Mr. and Mrs. Kiddle Comdr. and Mrs. J.

Atwood, Mr. and Mrs. Kiddle Comdr. and Mrs. J.

Babin, Mrs. P. Knaggs, Capt. O. F.

Baron, Nideol. Lambert, E. B.

Bate, E. R. Lee-Jones, J. W.

Beckingsale, L. Lloyd, G. T.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Bell, C. D. L. Logan, W.

Entertainments

BOXING I BOXING I !

THEATRE ROYAL.

ON SATURDAY, MARCH 14, 1914, AT 9 P.M. SHARP
THE BEST FEATHERWEIGHT CONTEST EVER SEEN
IN THE EAST.

15 ROUNDS
For the Championship of the Orient.

STOKER PERKINS

(THE BOX OF TRICKS)
THE CLEVEREST AND HARDEST HITTING
FEATHERWEIGHT SEEN IN THE EAST.

IRON BUX

THE UNDEFEATED FEATHERWEIGHT
CHAMPION OF THE ORIENT.

FOUR OTHER CONTESTS.

BY
MEN WELL KNOWN TO THE BOXING FRATERNITY
OF HONGKONG.

BOOKING AT MOUTRIES.
PRICES:—Ringside \$5, Stalls \$3, Dress Circle \$2, Pit \$1.
F. E. HALL, Promoter

THEATRE ROYAL.

SATURDAY, March, 21st, 9.15

UNDER THE DISTINGUISHED PATRONAGE OF H.E. THE GOVERNOR AND LADY MAY.

EUROPEAN Y.M.C.A. ANNUAL CONCERT

First Part Second Part
Introducing the

MERRYMAKERS
IN THEIR
MUSIC MIRTH MIMICRY

Kindly arranged by
LADY MAY

TICKETS \$3, \$2, \$1. Soldiers & Sailors in uniform half price to \$1 seats.
PLAN AT MOUTRIES.

VICTORIA THEATRE.

3 FOR 3
NIGHTS ONLY

THE GREATEST DETECTIVE DRAMA

"PROTEA"

6,000 FEET

AND A FINE SELECTION OF COMIC FILMS
WILL BE EXHIBITED.

THE PICTURE TAKEN FROM SIR WALTER SCOTT'S
FAMOUS HISTORICAL NOVEL

"IVANHOE"

THREE PARTS

WILL BE SCREENED ON

FRIDAY, 13th March.

BIJOU SCENIC THEATRE.

THE PATHE'S CAZETTE

"A DAY IN THE PARIS ZOO"

"MAX and the PORTEMANTEAU"

THE RIVAL AIRMAN.

A Delightful Drama in 2 parts 3,000 feet.

SATURDAY, March 14th

THE POISON TREE, length 5,000 feet.

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong

For NEW YORK.

s.s. "Atholl" on or about

April 4.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.

Hongkong 12th Jan., 1914. [97

Notice

HIMROD'S

Gives Instant Relief

No matter what your respiratory

organs may be suffering from—whether

ASTHMA, INFLUENZA,

BRONCHITIS, OR

ORDINARY COUGH,

—you will find it the most powerful

and effective remedy that is simply

uniquely

CURE FOR ASTHMA

THE HONGKONG TELEGRAPH, THURSDAY, MARCH 12, 1914.

THE HONGKONG TELEGRAPH, THURSDAY, MARCH 12, 1914.

THE HONGKONG TELEGRAPH, THURSDAY, MARCH 12, 1914.

THE HONGKONG TELEGRAPH, THURSDAY, MARCH 12, 1914.

THE HONGKONG TELEGRAPH, THURSDAY, MARCH 12, 1914.

Notices.

SMOKE
"Embassy"
CIGARETTES & TOBACCO

VIRGINIA CIGARETTES
No. 77 HAND MADE
SOLD IN TINS OF 25 & 50
EMBASSY MIXTURE
THE TOBACCO OF QUALITY
W.D. & H.O. WILLS BRISTOL

SHOPPING MADE EASY.
THE STORE FOR EVERYONE
The Queen's Road Central Co.
AND GENERAL MERCHANTS.
UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS.
Perfect Fit Guaranteed.
THE ONE PRICE STORE.
HIGH STANDARD OF QUALITY.
CHEAPEST STORE IN THE EAST.
Queen's Road, Central: The Old Supreme Court, Telephone 1450

DRAGON CYCLE CO.
DES VOEUX ROAD CENTRAL.
MOTOR CARS ON HIRE
\$6 & \$8 Per Hour.
Tel. 482. Cable Add. "LAURITSAN"

Consignee
COMPAGNIE DES MAS-
SAGERIES MARITIMES.
NOTICE TO CONSIGNEES
s.s. "AMAZONE"

INTERNATIONAL INTRIGUES IN CHINESE RAILWAYS

Belgium, French, and Russian Railway Policies in China.

(Continued from Extra)

Agreement. The attitude of the American Government at that time did not, however, satisfy the Chinese, who strongly insisted on the concession of the concession for this breach of the Agreement. This view point of the Chinese had, at the time, the moral support of British interests in China, and the British press were loudest in their denunciations of the betrayal of China by the Americans. Every honest thinking American fully concurred in the Chinese attitude, and the American Government was compelled to do justice to China by permitting China to repurchase the right to the concession.

And yet, at the very time that the Hankow-Canton Redemption Loan was being signed with the Hongkong Government, and the British official institution was being made the medium for the loan, the proceeds of which were to be employed in repurchasing the concession from the Americans, the British official group, with all these facts clearly before them, were busily engaged in handing over to the French and Belgians, with the approval of its Government, the controlling interest in a purely British concession.

The date of signing the Hankow-Canton Redemption Loan is not given, but it became effective on October 6th, 1905, thus clearly indicating that it had been drawn up some time in advance. The Agreement in which the British official Group ceded its rights to the French and Belgians was signed on October 2nd 1905, or four days before the other document became effective.

China is weak and passing through the greatest crisis in her long history. Harried and bullied on all sides by aggressive foreign interests she is struggling to maintain law and order, preserve her integrity and consolidate the authority of the President throughout the country. China is not in a position to demand justice. She cannot approach the British Government at this crisis in her affairs and request fair play. She is in the hands of the official financial institutions, and needs their assistance to tide over the crisis. She cannot antagonize these institutions just now, for they would retaliate in the money market. China can only hope for the justice that is due to her by depending upon that innate sense of fair play and equity characteristic of all true Britons. China looks to Great Britain as her best counsellor, and President Yuan holds Sir John Jordan, the British Minister at Peking, as his most cordial friend. The British position in China has been seriously undermined by the knowledge of the 1905 Agreement, and although no official remonstrance may ever be made, the advance of British interests in the future will hinge largely on the attitude assumed by the British Government in connection with the 1905 Agreement. The good name of the British Government demands some action in this matter. There is only one amenable honorable. Will it be made?

CHINESE TRADERS

Aiming at British-Chinese Firms.

We learn on good authority that there is a keen desire on the part of a number of Chinese traders in South China to establish direct relations with capitalists and traders in London with a view to the formation of financial and trading concerns to be run jointly by British and Chinese directors. To this end, several groups of powerful front-rank Chinese, with strong support in Singapore, Hongkong, Canton, and other places, are making investigations with a view to securing the co-operation of English capital for the purpose of developing important works and enterprises. We understand that it is in contemplation to form an influential syndicate which would organize several projects which the promoters have in view, such as the formation of a Land and Investment Company, and a Trading Company. It is thought that there will be no difficulty in procuring from Chinese sources a considerable part of the capital required for the developments of approved Chinese undertakings. Those concerned in this movement take the view that the developments of direct commercial relations between the traders of the two countries will go a long way towards solving harmoniously for all the present difficult situation in China.—L. and O. Express.

The Hukwang Railways.

The Chinese Government has concluded an arrangement with the banks of the four Powers (Great Britain, Germany, France and the United States), for the extension of the Hupoh-Szechuan Railway from Kuichow, via Chungking, to Chengtu, involving the construction of over 500 miles of line. The financial arrangements will be equally shared by the four groups, but the French will benefit principally in the matter of construction, as no share of the construction of the system provided for by the Hukwang Agreement was allotted to them. Details have not yet been settled, but it is understood that surveying will be begun forthwith. As regards terms, the banks, of course, require a reversion to those known as the Canton-Kowloon Railway terms, by which the railway itself constitutes the security, together with the usual guarantees relating to expenditure and accountancy.

SILIMPOPON COAL BUNKERS

can be supplied cheaply.

SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

On and after April 1st the Western Branch Post Office (situated in the old Market North Block) will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 9 a.m. and 6 p.m. to 9.30 p.m. on Sundays and Holidays, for the transaction of postal business e.g. sale of stamps registration etc. Direct mails to Canton are made up at this office.

The Devanha, with the English Mail left Singapore Sunday, the 21st inst. at 5.30 p.m. and may be expected here on Friday the 13th inst. at 10 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 4th ult. and for despatch overland on the 11th ult.

The India, with the mails from London via Siberia of Friday and Saturday the 20th and 21st ult. is due to arrive here on Friday, the 13th inst.

The Kleist, with the American mail, is due to arrive here on Tuesday, the 17th inst.

MAILS DUE.

English, Devanha, 13th inst.
Siberian, India, 13th inst.
American, Kleist, 17th inst.

MAILS VIA SIBERIA.

Left	Due
London	Mar. 7
Feb. 21	Mar. 9

MAILS CLOSE TO-DAY.

Shanghai and North China—Per WOSANG 12th inst. 5 p.m.

TO-MORROW.

Holbow & Bangkok—Per SEXTA, 13th inst. 9 a.m.
Swatow, Amoy and Poochow—Per HAI-CHING, 13th inst. 10 a.m.
Japan via Moji—Per BANRI MARU, 13th inst. 10 a.m.
Saigon—Per CHOSSEN MARU, 13th inst. 3 p.m.
Philippine Is.—Per RUBI, 13th inst. 3 p.m.

Shanghai and North China (Europe via Siberia)—Per DEVANHA, 13th inst. 5 p.m.
Swatow and Bangkok—Per RAJABURI, 13th inst. 5 p.m.

SATURDAY, 14th Mar.

Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per CHINA, 14th inst. 10 a.m.

Japan via Nagasaki—Per TEMUYO MARU, 14th inst. 10 a.m.
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi, (Late Letters 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the pillar boxes in time for the first clearance will be included in this contract mail—The parcel mail will be closed on Friday the 13th inst. 5 p.m.—Per INDIA, 14th inst. 11 a.m.)

Philippine Islands—Per LOONGSANG, 14th inst. 1 a.m.
Shanghai, North China and Tientsin (Europe via Siberia)—Per YINGCHOW, 14th inst. 5 p.m.

Shanghai & North China—Per CHOY-SANG, 14th inst. 5 p.m.
Haiphong, Pakhoi and Haiphong—Per C. DIEDERICHSEN, 14th inst. 5 p.m.

SUNDAY, 15th Mar.

Swatow—Per HAIMUN, 15th inst. 9 a.m.
Swatow, Amoy & Poochow via Tamsui—Per DAIJIN MARU, 15th inst. 9 a.m.

TUESDAY, 17th Mar.

Straits and India via Calcutta—Per POOKSANG, 17th inst. 1 p.m.
Shanghai & North China—Per SHAO-SING, 17th inst. 1 p.m.
Shanghai & North China—Per ESANG, 17th inst. 1 p.m.
Philippine Islands—Per TEAN, 17th inst. 3 p.m.

WEDNESDAY, 18th Mar.

Haiphong and Pakhoi—Per KAIFONG, 18th inst. 8 a.m.
Straits, Borneo, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per KLEIST, 18th inst. 9 a.m.
Swatow—Per HAIMUN, 18th inst. 10 a.m.

THURSDAY, 19th Mar.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco, (Europe via Siberia)—Per E. OFRUSIA, 19th inst. 10 a.m.
Shanghai & North China—Per ANHUT, 19th inst. 3 p.m.

FRIDAY, 20th Mar.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin, Thursday Is.—Per ALBANS, 20th inst. 9 a.m.
Swatow, Amoy and Poochow—Per HAI-YANG, 20th inst. 10 a.m.
Straits and Borneo—Per JELONGA, 20th inst. 11 a.m.

SATURDAY, 21st Mar.

Philippine Islands, Angaur, Yap, Fred, Wilhelmshafen, Rabau, Herberstahne, Matsupi, Australasia, Tasmania, New Zealand via Brindisi—Per COBLENZ, 21st Mar. 9 a.m.

Japan via Moji, Victoria and Tacoma—Per SEATTLE MARU, 21st inst. noon.
Philippine Is.—Per YUENSANG, 21st inst. 1 p.m.
Shanghai, North China, and Tientsin (Europe via Siberia)—Per KANGCHOW, 21st inst. 3 p.m.

SHIPPING NWS.

ARRIVED.

A. Apoor, Br. s.s. 2,931, W. Walker, 12th inst.—Calcutta, 24th ult., Gen.—D. S. & Co.

Chilidar, Norw. s.s. 1,102, H. Nielsen, 11th inst.—Swatow, 10th inst., Gen.—Thorson & Co.

Carl Delderchen, Ger. s.s. 774, E. Fraundsen, 12th inst.—Hohow, 11th inst., Gen.—Jensen & Co.

Foochow, Br. s.s. 1,228, Y. R. Owen, 11th inst.—Shanghai, 8th inst., Gen.—B. and S.

G. Apoor, Br. s.s. 2,340, J. Drake, 11th inst.—Moji, 6th inst., Coal—D. S. and Co.

Heleno, Ger. s.s. 771, J. Jensen, 11th inst.—Hohow, 10th inst., Gen.—Jensen and Co.

Irene, Chl. s.s. 960, McLean, 11th inst.—Swatow, 10th inst., Gen.—O. M. S. N. Co.

Mausang, Br. s.s. 1,644, A. Halcock, 12th inst.—Fremantle, 21st ult., Sandalwood—J. M. & Co.

Ulv, Norw. s.s. Pedersen, 11th inst.—Bangkok, 2nd inst., Rice—Chineses.

DEPARTED.

March 12.

Hirano Maru for London via Singapore
Kumano Maru for Melbourne via Manila
Tango Maru for Yokohama via Nagasaki
Tjitaroom for Batavia via Banka
Yingchow for Canton
Marie for Manzanillo via Moji
Choyang for Canton
Sungkiang for Haiphong via Hohow
Dorohe Rickmers for Valdivostock
Hainan for Swatow
Taming for Yoko via Manila
Kwangtuh for Canton
Heleno for Swatow
Hild for Bangkok

CLEARANCES AT THE HARBOUR OFFICE.

March 11.

Hue for Haiphong
Haidie for Saigon

March 12.

Chun Sang for Bangkok
Locks for Singapore
Lairang for Calcutta via Singapore
Luchow for Shanghai
Luchow for Shanghai
Dulien Maru for Shanghai
Lycocoon for Saigon
Vancover for Saigon
Albana for Canton
Poochow for Canton
Banri Maru for Kobe via Moji

PASSENGERS ARRIVED.

Per s.s. A. Apoor from Calcutta on the 12th inst.—Misses Porika, Ganes, Allison Davis, Lt. Harding, Mrs. Hoy, Roy and Mrs. Tomlinson.

Per s.s. Foochow from Shanghai on the 11th inst.—Miss Smiddy, Tober and Butler.

SHIPS PASSED THE CANAL.

London, 3rd March.

Arrivals from China—C. Ferd Laesle, Titan, Endon.
The following vessels have passed the Canal—Cordillero, Den of Ruthven, Rheus, Nankin.

London, 6th March.

Arrivals from China—Miyasaki Maru, Ningchow, Prinz Ludwig.
The following vessels have passed the Canal—Beuchel, Koerber, Namur, Telemachus, Brodvald Guernsey.

London, 10th Mar.

Arrivals from China—Cordillero, E. F. Feidmann, Tokushima Maru.
The following vessels have passed the Canal—Benavon, Brigavia, Annam, Don of Crombie, Lothian, Phenius, Uorkmark.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c
ALEXANDRA CAFE.

WEATHER REPORT.

On the 12th at noon—The anticyclone has passed into the Pacific. Shallow depressions lie over S. Japan and S.W. China.

Pressure has increased slightly over the Philippines and is nearly stationary along the east coast of China.

Moderate E. winds are indicated along the east coast of China, and moderate S. winds over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	E. winds, moderate; overcast, foggy, rainy.
2 Formosa Channel	N.E. winds, moderate.
3 South coast of China between H.K. and Lamoock	S.E. winds, moderate.
5 South coast of China between H.K. and Hainan	The same trend H.K. and Hainan as No. 1.

China Coast Meteorological Register.
12th March, a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Wootock	7a	30.32	85	3			
Namur	6a	30.26	85	4			
Hakodate	6a	30.22	85	2			
Tokio	6a	29.91	85	2			
Kochi	6a	29.93	85	1			
Nagasaki	6a	29.94	85	1			
Kashima	6a	29.93	85	1			
Oshima	6a	29.91	85	1			
Naha	6a	29.93	85	1			
Yokohama	6a	29.97	85	1			
Chiofo	6a	30.10	85	4	bm		
Whaiwei	6a	30.10	85	4	bm		
Hankow	6a	30.10	85	4	bm		
Ichang	6a	30.10	85	4	bm		
Kiukiang	6a	30.10	85	4	bm		
Shanghai	6a	29.98	46	0	of		
Gutzlaff	6a	29.98	47	1	f		
Sharp P.	7a	30.00	58	0	or		
Amoy	6a	29.87	60	94	2	o	
Swatow	6a	29.86	65	100	2	o	
Taihou	6a	29.92	65	100	2	o	
Taichu	6a	29.90	65	100	2	o	
Koahu	6a	29.89	65	100	2	o	
Pdorea	6a	29.88	65	100	2	o	
Canton	6a	29.77	73	95	1	o	
H'kong	6a	29.82	74	92	2	o	
Gay Rock	6a	29.80	75	92	3	o	
Macao	6a	29.78	72	92	3	o	
Yuhow	6a	29.83	69	85	0	cs	
Yokoh	6a	29.76	72	92	3	o	
Phullen	6a	29.78	72	92	3	o	
Tourane	6a	29.78	72	92	3	o	
C. St. J.	6a	29.88	75	92	3	b	
Appari	6a	29.91	71	92	1	b	
Manila	6a	29.94	67	92	1	b	
Lagapan	6a	29.93	73	92	1	b	
Holole	6a	29.95	84	92	1	o	
Bacod	6a	29.96	85	92	1	o	
Cebu	6a	29.96	85	92	1	o	
Labuan	6a	29.99	83	92	1	o	

T. T. Claxton, Director.

Hongkong, Observatory, Mar. 12th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, blue sky, detached clouds, drizzling rain, fog, gloomy, hail, lightning, overcast, passing showers, equally, rain, snow, thunder, visibility, w. dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On date	On date
Barometer	29.92	29.88	29.84
Temperature	65	65	75
Humidity	95	97	89
Wind Direction	E	E	SSW
Force	5	5	3
Weather	od	od	o
Rain	—	—	—
Eldest open air Temperature on the soil	64	64	64
Lowest	—	—	—

H.K. Observatory, 11th Mar.
T. T. CLAXTON, Director.

Mail Steamers

PACIFIC MAIL S.S. CO.

AMERICAN MAIL LINE TO SAN FRANCISCO

Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers
MONGOLIA, MANCHURIA, KOREA, SIBERIA and NILE, CHINA and PERSIA.

Some Features of Service:
Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless Telegraph, Submarine Signal Service and Bilge Keels.

Cuisine under personal supervision of Mr. V. Morini, one of the World's most famous caterers.

Return portion of round trip tickets, as above, available for Passage Via C.P.R. from Vancouver & Seattle. Through Passengers have the Privilege of Travelling by Rail between ports of Kobe and Yokohama.

Steamer:
China.....10,200 tons, Sailing, Sat., 14th Mar. at noon.
Hongkong—Manila Service.

From HONGKONG. Arrive. Leave. From MANILA. Arrive. Leave.
Mar. 13.....CHINA.....Mar. 16.....Mar. 13.....MANCHURIA.....Mar. 14.....
Mar. 31.....NILE.....Apr. 2.....Mar. 16.....NILE.....Mar. 18.....

King's Building (opp. Elsie Pte).
R. C. MORTON,
Agent.
Telephone 370, 141

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
LONDON, via Usual Ports of Call	India Capt. C. C. Talbot R.N.R.	noon 14th Mar.	Freight & Passage
LONDON & ANTWERP via Singapore, Penang, Omba, Port Said, & Marseilles	Nile Capt. H. Powell	about 18th Mar.	Freight & Passage
SHANGHAI	Devanha Capt. W. R. Hlokey	5 a.m. 14th Mar.	Freight & Passage
SHANGHAI, MOJI, KOBE AND YOKO	Nubla Capt. F. J. Fox	about 21st Mar.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to